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ROYAL ARRIVAL FOR REVIEW



The Queen and Princess Anne about to board the Royal Yacht Britannia for the review of the NATO fleet at Spithead on May 16. Also in the picture are Admiral Sir John Frewen, Vice-Chief of the Defence Staff, Commander-in-Chief Portsmouth, and (left) Rear-Admiral A. M. Power, Admiral Superintendent of Portsmouth Dockyard.

(Photo: PO Dave Morris)

Launching of the Bristol

The "one-only" Type 82 guided missile destroyer, the Bristol, was launched and named on June 2 at Wallsend-on-Tyne by Lady Hogg, wife of Vice-Admiral Sir Ian Hogg, Vice-Chief of the Defence Staff.

H.M.S. Bristol, slightly larger than the County class guided-missile destroyers, will be fitted with an Action Data Automation weapon system, together with the Sea Dart and Ikara missile systems.

The Sea Dart has certain advantages over the Seaslug (fitted in the Counties), one being a reasonable anti-ship capability. The Ikara is a long range anti-submarine weapon.

Living conditions will be the highest possible standard in a present-day warship, and with many labour-saving devices —

Chatham open days 'on'

Additional ships having been made available, the Royal Navy will after all be open to the public at the Bank Holiday week-end: Sunday and Monday, August 31 and September 1.

Admission will be free, but there will be a small charge for car parking.

automatic steering, for instance, obviating the need for a quarter-master — the ship's company will be smaller for its tonnage than any previous warship.

H.M.S. Bristol is expected to be completed in 1971.

LONDON'S WARSHIP

The Royal Navy's coastal minesweeper, H.M.S. Woolston, on April 29 became the London Division Royal Naval Reserve's H.M.S. Thames.

Shortly before the naming ceremony, the Thames was formally adopted by Thames Television, and the crew have their own "adoption" — Anna Valeska as their 1969 pin-up. Anna pictured here, works at the Playboy Club.

Picture: Thames Television



Pay report this month

TWELVE-MONTH TASK

By the time this edition reaches the more remote readership, they will have heard the report on Service pay from the National Board for Prices and Incomes, coupled with an announcement of the Government's views.

The promise to make the details known about the middle of June was given to the House of Commons on May 7, in reply to a question to the Secretary of State for Defence.

To help the Prices and Incomes Board, studies have been made by management consultants, and at the same time the Ministry of Defence has submitted detailed papers covering the whole field of Service

pay and allowances, and also describing benefits (such as free travel) now enjoyed in kind rather than cash.

It has not escaped Service notice that if benefits in kind are converted to cash equivalent and incorporated in a "military pay code," the amount would also then be taxable, and the "Irishman's rise" aspects will be under close scrutiny by all ranks.

What does seem certain is that this month's announcement, whether or not it is coupled with an interim rise, will be even more interesting in its implications.

The Royal Navy already has a team at work preparing the ground should the P.I.B., as expected, report favourably on

the feasibility of applying an entirely new yardstick to the assessment of Service pay.

Their task is likely to be one of great complexity, involving not only the implementation of any announcement, but the opportunity for a searching look into all the possibilities for improving and streamlining the whole system of Service pay.

Twelve months is regarded as the time the team will be engaged on their survey.

A sense of urgency is added to the situation by the poor recruiting. Some improvement might be expected if the financial benefits of a Service career were embodied in a form making for easy comparison with industrial standards.

Forth's 'mutiny' smile

A mutiny in the Royal Navy? That's what it seemed to Lieut.-Cdr. M. E. Peterson, commanding officer of the Royal Malaysian Navy patrol craft Rentaka, on the interpretation of the flag signal from H.M.S. Forth.

The signal caused the Rentaka (96 tons) to offer assistance to the 10,000-ton submarine support ship, which is commanded by Capt. J. S. Launders.

The flag signal in question was the international "RY" which in the 1931 edition of the code

meant "Crew have mutinied."

However, Capt Launders was able to decline the assistance, and the meaning of the hoist explained. Under the new 1969 edition of the International Code of Signals, which came into force on April 1, the "RY" means "You should proceed at slow speed when passing me."

The tiny Rentaka, somewhat relieved, went merrily on her way, while the Forth carried on loading torpedo warheads without a murmur from her "mutinous dogs."



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The non-draft

A WORD (IN WRITING) TO THE VULNERABLE

One of the conditions of drafting which Drafty has to meet is that men should not normally be sent to a ship if they cannot serve in her for at least 12 months.

The reason for this is fairly obvious. A lot of short-term drafts would make it more difficult for a ship to settle down and become efficient.

Another well-known principle of drafting is that men are drafted to sea only when they reach the top of the Sea Roster (Drafty is not allowed to send a man to sea a few months early to ensure that he can serve for 12 months in a ship).

So every month quite a lot of men reach the top of the Sea Roster, but cannot be sent to sea because they cannot serve for 12 months in a ship. Drafty normally gives five months' notice of draft to sea.

Men going to pension are entitled to their last four months on Shore Service. It follows that if you haven't been detailed for Sea Service within 21 months of going to pension, or within 17 months of completing a shorter engagement, you have beaten the bell for normal drafting to sea.

DRAFTY'S CORNER

But there are many calls on Drafty to fill short-term commitments which loom unexpectedly, and at less than usual drafting notice.

Examples are steaming crews, towing crews, providing someone to hold the fort in a ship where a key rating has had to be removed for medical, welfare, or other reasons towards the end of a commission in a ship paying off, or while a permanent relief is given the normal five months' notice of draft and does Pre-Commissioning Training.

'NATURALS'

All these types of job are naturals for those men who have become over-due for Sea Service, but have not been sent because of the nearness of time expiry. And because they are overdue for Sea Service it is reasonable for them to receive rather less than normal drafting notice.

Drafty realizes that there must



be many men in this very vulnerable position who are blissfully ignorant of the facts. So from May 1 this year for each man who reaches the top of the Sea Roster but is not drafted to sea because of the limitations described above, Drafty will write to his commanding officer.

The letter will say that although the man named in it has missed a normal draft to sea, he will remain liable for a draft of a short duration and very possibly at shorter notice than normal.

If a man has later to be detailed for these short-term drafts he will, if possible, be told the duration of the draft so that he may continue with his arrangements for his new career ashore.

If a man who has received one of these letters decides to re-engage, he will then be drafted normally. That is he will receive the normal notice of draft for sea — ideally five months, but sometimes less if there is reason good enough to justify shorter notice.

Perhaps some men nearing time expiry will feel "hardly

done by," and think that Drafty is trying to squeeze the last drop of blood before releasing them to Civvy Street.

Not so. In this, as in so many dilemmas, Drafty is merely holding the balance so that in an imperfect world men protected from a normal draft by the accident of their time expiry

date are more liable than others for the abnormal draft.

Indeed there is nothing new in the idea of picking on men at the top of the roster but protected from a normal sea draft.

What is new is the notion of telling men when they are vulnerable.

Bravery awards

Rear-Admiral J. C. Y. Roxburgh took the salute at ceremonial divisions in H.M.S. Osprey on May 9 before hauling down his flag as Flag Officer Sea Training at Portland on May 13.

Admiral Roxburgh has now taken up the appointment of Flag Officer Plymouth.

Besides taking the salute on May 9, Admiral Roxburgh presented the Queen's Commendation for brave conduct to Lieut.-Cmdr. Graham Stock, and Lieut. Neville Truter, in recognition of their courage and fine professional conduct during the rescue of passengers and

crew of a Fijian motor vessel which ran aground last October.

Admiral Roxburgh also presented the Commander-in-Chief, Portsmouth's commendation to A/LA Christopher Mapp for courage and complete disregard of personal safety in rescuing another rating from Portland Harbour.

A/LA Mapp swam out 100 yards and brought the drowning man to shore, and then, together with LA Terence Ridsdale, carried out resuscitation until the rescued man could be taken to the sick bay.

This prompt action undoubtedly saved the man's life.

NAAFI £40,000 EXTRA REBATE

The sum of £40,482 is available as extra rebate from NAAFI Naval Canteen trading during the year which ended on April 30, 1968.

Forty per cent. is allocated to Benevolent Trusts in accordance with Queen's Regulations, and the balance is to be divided between Commands and the Fleet Amenities Fund.

The Benevolent Trusts have been allocated £16,193, while £8,096 goes to the Commands and £16,193 to the Fleet Amenities Fund.

This fund is responsible for paying the Navy's subscription to the Union Jack Club and Union Jack Families Club — £1,338.

Commando unit gets new Colours

New Colours — the Queen's and the Regimental — were presented to 45 Commando, Royal Marines, at Plymouth on May 13 by the Queen, the first reigning monarch to make such a presentation since Queen Victoria in 1894.

The new Colours replace those presented by the Duke of Edinburgh to the unit in Malta in 1952.

The ceremony was to have taken place on Plymouth Hoe, but inclement weather made it necessary for the presentation to take place under cover.

In 1956 the Commando made history when it carried out the first airborne assault by helicopter from aircraft carriers on Port Said.

After serving in Malta, Cyprus, Kuwait and East Africa, the Commando was the last unit to fly out of Aden, where it had served for almost nine years.

Already this year the Commando has served in the Mediterranean, the Bahamas and in Arctic Norway.

List of ships for which C.N.D. will be issuing draft orders during July 1969

SHIP	TO JOIN IN JAN., 1970
JUNO (GSC)	MAIN PARTY
HECLA (GSC)	MAIN PARTY
ZULU (GSC)	MAIN PARTY
HECATE (GSC)	MAIN PARTY
ARGONAUT (GSC)	MAIN PARTY
BRINTON (FS)	MAIN PARTY
PUMA (GSC)	RETARD PARTY



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Part of Portsmouth Command Clearance Diving team, pictured at their headquarters, H.M.S. Vernon.

For this work, men have to be very fit and above average intelligence. They have to face a pretty gruelling initial training.

Their reward — one of the most interesting jobs in the Navy and membership of a branch regarding themselves (not without justification) as "rather special."

There is a bonus, too. A clearance diving background is well-combed for employment outside the Service.

Divers to start at 'shallow end'

The clearance diver branch has suffered from a decline in numbers at the second class rate level in recent years, and an investigation has been going on for some time to establish the causes and find remedies.

In a nutshell, the problem has been that of too small a pool of volunteers available to join the branch, whose potential has been of a very varied level, resulting in a high failure rate on course.

This is not the only reason, but is the main one. Besides trying to tackle this, training methods and other aspects have been investigated.

Largely the problem is one of motivation — a civilian psychologist joined up recently with a CD2 course, and not one of the sailors failed — they refused to be seen off by a civilian.

TOP HEAVY

When looking at the lower levels of the CD branch structure it was found that there weren't many junior rates — they had all moved up to higher things, and so the branch was getting top heavy.

Putting these two problems alongside each other has led to approval being given for the introduction of a CD "Basic" and "star" rate in the Navy.

We have had the "CD star" before, but this new one is quite different from the old. The volunteer will select for CD at the training establishment, and on completion of his training there go on to H.M.S. Vernon to do the CD "basic" course.

This qualifies him to a level higher than ship's diver and introduces him to mixture breathing. He will not learn

explosive ordnance disposal, but will know some of the workings of minehunting and minesweeping, so that he can take his place in a minehunter's diving team in order to "star."

CONFIDENCE

The accent is on diving throughout his training, so that, in this field, he can steadily build up to meet the standards required of a CD2, alongside whom he will be working — those of experience, confidence and skill underwater.

These newcomers in the branch will be young and still maturing, but they should be facing the right way for a good career in the branch. They will need all the help and encouragement they can get from those of you already on the ladder — put your hand down and help them up too.

To those in non-seamen branches, does this scheme mean the end of the present way of transfer to the CD branch? The answer is "No" — there will always be room for some technical ratings in the branch, from cook to artificer, but the number accepted is liable to decline.

It is hoped that the main entry to the branch will be from the bottom, but that the size will be controlled by the regulator of the sideways entry inherent in the present system. For the next year or two, anyway, almost as many as today will be needed to transfer branches as at present.

INSTRUCTOR RATE

With only two steps on the "SQ" ladder in the branch,

there is not enough reward of skill in the branch today, and having put the bottom end on a footing, perhaps the top could be improved?

For such a small branch there is a very large training task, as the need to run four diving schools shows. At the same time we have full time Royal Navy representation at the Joint Services Bomb Disposal School, and some of these tasks warrant a very high calibre man of good skill and blessed with instructional know-how.

For these and other reasons, approval has been given to introduce the "Instructor Rate" into the branch, and details of this scheme will appear in Defence Council Instructions (Navy).

As with most things, however, problems accrue, and previous attempts to introduce the instructor rate have failed because approval for the shilling a day Instructor's pay was not forthcoming.

SAME THING

The same thing happened this time, largely due to the current review of service pay by the National Board for Prices and Income. The Board could not look at this new item until it had completed its full study.

But is this a good enough reason for not introducing the CDI? In view of recent Special Service pay (Diving) increases, the tax on 1s. 0d. per day etc., the answer must be "No."

The number of instructors allowed will be small, otherwise the value of the rate becomes eroded, but they will have a full job to do.

TROUBRIDGE MEMORIES

The mad lot from the B.B.C.



LAST YEAR BUSY AND HAPPY

Happy memories of long-gone ships remain vivid to many of the men who served in them and this will certainly be true in the case of H.M.S. Troubridge.

The Navy's oldest seagoing warship, she has paid off for the last time at Chatham after 27 years' service.

For the last 15 months she has been commanded by Cdr. Robin Doe, whom many will know as a Fleet Air Arm pilot and others remember as a Navy rugby player.

The Troubridge's last year has been busy and happy. She has been to the Far East and Australia, served her term on Beira Patrol, visited South Africa and spent six months in the Mediterranean. Many of the ship's company visited Rome and Naples, and there were five hectic days in Monaco.

LAST RESPECTS

After visiting Athens and an interesting spell observing Russian warships, the Troubridge returned to Monaco.

Later she paid her last

Bring on the dancing girls



respects to London and Walthamstow, whose savings committee raised the half a million pounds needed to build the ship in 1942. While in London the crew of the Troubridge of "The Navy Lark" fame paid a last visit.

A poem on the last sea trip from Portsmouth to London,

written by an R.N.R. officer, provided a fitting epitaph for a happy ship.

Part of it reads:

Here's to you, Troubridge,
grey and swift,
Your ensign still flies free,
Till Chatham Dockyard wields
the knife,
And you're but a memory.

Troutbridge and Troubridge: Top left, "Left hand down a bit," says Leslie Phillips, navigating officer of H.M.S. Troutbridge in the B.B.C.s "The Navy Lark." With him is Jon Pertwee.

Top right, Prince Rainier and Prince Albert visit the CPOs' mess of H.M.S. Troubridge in Monaco.

Above, girls of the Black Jack Club cabaret with members of the ship's company after a performance in Troubridge at Monte Carlo.

Eagle's rare visit

When Britain's biggest warship, H.M.S. Eagle, entered Portsmouth harbour at the end of April it was only her second visit there in over 10 years, the last visit being five years ago.

She called for a short assisted maintenance period and to give belated Easter leave to her ship's company.

It also gave the chance for the many Portsmouth "natives" on board to be near their families, 500 members of whom turned up on the jetty to greet the ship.

The 50,000-ton carrier was laid down as part of the war construction programme by Harland and Wolff at Belfast and launched by the Queen (then Princess Elizabeth) in March 1946.

From 1959-64 the Eagle underwent extensive modernization at Devonport.

She recommissioned at Devonport in March this year and has been working up in home waters.

The Eagle is to rejoin the Western Fleet as the centrepiece of the Royal Navy's contribution to NATO.

H.M.S. Eagle passes Sally Port on entering Portsmouth harbour.

Picture by PO(Phot) D. Morris



Two princes visit CPOs' mess



STEAMED NEARLY 600,000 MILES

During her long career, H.M.S. Troubridge steamed nearly 600,000 miles, some 90,000 of which were travelled during her final commission.

Originally built as a destroyer, she was launched at Clydebank in September 1942 and completed in May 1943.

She was converted into a Type 15 anti-submarine frigate in 1957, and this provided her with a Leopard-type enclosed bridge and an additional deck.

The first ship to bear the name

served with the Navy from 1804 to 1808. She was named after Rear-Admiral Sir Thomas Troubridge, who was a fellow officer of Nelson.

The Troubridge which has now paid off for disposal took part in many actions during the Second World War and in one operation spent 62 days continuously at sea.

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CHOPPER OPERATION AFTER ROUGH SEAS LEAVE 600 STRANDED

Eagle men are airlifted 'home'

More than 600 men were carried by helicopter to H.M.S. Eagle in a large-scale impromptu airlift operation.

Apart from fully-planned operational transfer of Marine Commandos from such ships as H.M.S. Bulwark and similar operations in Vietnam, this was the biggest airlift laid on at short notice of which many aviation experts had heard.

After the Eagle's libertymen had gone ashore in ship's boats on Saturday, April 19, a sudden swell arose in Lissiemouth harbour, making boatwork dangerous. The libertymen were stranded ashore overnight and, as the swell continued, on Sunday night too. Fortunately, all were hospitably accommodated at the local Royal Naval air station.

On Monday it looked as if the weather would remain the same, so a massive helicopter airlift was planned at short notice.



Men return by helicopter to H.M.S. Eagle after their enforced stay at Lissiemouth.

All suitable helicopters were pressed into service, including the three types of Wessex embarked in the Eagle and the search and rescue Whirlwinds based at R.N.A.S. Lissiemouth.

Among those who participated was Capt. E. M. Brown, commanding officer of the air station, who took over the controls of a Whirlwind for a number of trips to give the regular pilot a break.

The airlift back to the ship of the 600 took five hours and a total of 154 sorties. By evening all the stranded libertymen were back in good order ready to take the ship to sea that night to continue her flying exercises as programmed.

Versatility

Yet again the versatility of the "whirlybird" was illustrated in a situation where surface transport was of no use. But this depended on the traditional adaptability of the Royal Navy.

The impromptu exercise showed that in different circumstances — for example, a disaster area after an earthquake or where British and friendly nationals are threatened by insurgent mobs — where there is an aircraft carrier offshore, her helicopter squadron can remove a large number of people to safety at short notice.

COMMISSIONING FORECAST

Jupiter send-off switched from Guzz to Pompey

H.M.S. Jupiter, the Yarrow-built general purpose frigate, which was to have commissioned at Devonport on June 24, will now commission at Portsmouth on the same day, for a General Service Commission — Home / West Indies / Home. Her U.K. Base remains Devonport.

The new Jupiter recalls the Javelin class destroyer of the same name, also built by Yarrow's, which was sunk by the Japanese in the Java Sea on February 27, 1942. Two Dutch cruisers, the de Ruyter and the Java were sunk at the same time.

A day later the Australian cruiser Perth and the U.S. cruiser Houston were sunk and, on March 1, the Exeter and the Encounter, and the U.S. destroyer Pope were also sunk.

The latest commissioning forecast is as follows:

JULY

ASHANTI (GP Frigate). July 10 at Portsmouth for trials. Commissions October 7.
PUMA (AA Frigate). July 17 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.
VIDAL (Survey Ship). July 31 at Chatham. General Service Commission. Persian Gulf. U.K. Base Port, Chatham (A).
ENDURANCE (Ice Patrol Ship). July 3 at Portsmouth. Fifty per cent. of ship's company. General Service Commission (Home / South Atlantic / South America). U.K. Base Port, Portsmouth.
CHARYBDIS (GP Frigate). July 15 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth. (Captain's command with full staff).

AUGUST

ASHANTI FLIGHT. August 25 at Portland. Wasp. General Service Commission. U.K. Base Port, Portsmouth.
WISTON (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
HYDRA (Survey Ship). August 26 at Chatham. Foreign Service Commission. Malacca Strait. U.K. Base Port, Chatham.

SEPTEMBER

RHYL (A/S Frigate). September 2 at Devonport. Special refit DY control. Port Service.
PUNCESTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).
SCYLLA (GP Frigate). September 11 at Devonport for trials. Port Service. Commissions mid-December (Tentative).
DIDO (GP Frigate). September 15 at Chatham.

tham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham.
SALISBURY (A/D Frigate). September 18 at Devonport, for trials. Port Service. U.K. Base Port, Devonport. Commissions November 5.
LONDONDERRY (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.
LOWESTOFT FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.
HECLA FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.
BACCHANTE (GP Frigate). September at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions January, 1970.

OCTOBER

ASHANTI (GP Frigate). October 7 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. (Captain's Command). U.K. Base Port, Portsmouth.
BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
NORFOLK (GM Destroyer). October 9 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July, 1970.

NOVEMBER

SALISBURY (A/D Frigate). November 5 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.
BULWARK (Cdo. ship). November 5 at Devonport. Home Sea Service / Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port, Devonport (C).
ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.
GURKHA FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.
LONDONDERRY FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

AURORA (GP Frigate). November 20 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham. Captain's Command.

DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.
SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
ANTRIM FLIGHT. December 8 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
SCYLLA (GP Frigate). Mid-December (Tentative) at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport. Captain's Command with full staff.

JANUARY, 1970

849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.
JUNO (GP Frigate). January 8. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham. Captain's Command with full staff.
HECLA (Survey Ship). January 13 at Devonport. General Service Commission. North Atlantic / West Indies. U.K. Base Port, Devonport (A).
HAMPSHIRE (GM Destroyer). January 20.

STRANGE RIG? YES — OIL RIG

H.M.S. Yarmouth has paid an informal visit to Great Yarmouth — the first by the ship for nearly six years.

The Mayor (Cllr. Mrs. E. V. Fleet) returned the call by the Commanding Officer

Some of the Yarmouth's ship's company visited the oil rig Sedneth II — and dressed suitably for the occasion.

(Cdr. R. W. F. Gerken), and she and the Mayoress were taken by the ship's Wasp helicopter from a football pitch and landed on the Yarmouth's flight deck.

Besides sports fixtures

and entertainment ashore, including a dance for 100 ratings, there was a visit for a dozen of the ship's company to the offshore oil rig Sedneth II only three days before she struck gas.

The ship was anchored in Yarmouth roads and a heavy swell made boat traffic somewhat hazardous. As a result, many people who had hoped to visit the ship at the weekend were disappointed, but about 75 were given a "sea day" on the Monday.

FLYING DISPLAY

These included school-children, Sea Cadets and representatives from two children's homes, and they were treated to a flying display, demonstration mortar firings and firings of all the guns from Stirling sub-machine guns to 4.5in.

There was an additional unplanned helicopter flight when one of the visitors cut her leg and was flown inshore to hospital, where she was treated and later discharged.

(Phased). Home U.K. Base Port, Chatham.
LOWESTOFT (A/S Frigate). February 26 at Chatham for trials. Port Service. Commissions April.
LEANDER (AD Frigate). February 12 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.
FAWN and FOX (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies / Home. U.K. Base Port, Devonport.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport. (Captain's Command with full staff).
ACHILLES (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.
GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

APRIL

TORQUAY (A/S Frigate). April 6 L.R.P. complement at Chatham (Tentative). Port Service.
MOHAWK (GP Frigate). April 20 L.R.P. complement at Gibraltar. Port Service.
BRERETON (M/H). April 22 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
NAIAD (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.
DIOMEDE (GP Frigate). April at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.
LOWESTOFT (A/S Frigate). April 29 at Chatham. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Chatham.
GURKHA (GP Frigate). April 22 at Rosyth for trials. Port Service. Commissions June.

MAY

LEANDER (GP Frigate). May 1. Dockyard control at Devonport. Port Service.
ARETHUSA (GP Frigate). May 5. Re-commission (Phased) at Portsmouth. General Service Commission. Home / West Indies / Home. Captain's Command. U.K. Base Port, Portsmouth.
ANTRIM (GM Destroyer). May at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions January, 1971.

JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.
ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.
FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home / East of Suez. U.K. Base Port, Devonport (A).
ENDURANCE (Ice Patrol Ship). End of June at Portsmouth. Fifty per cent. of ship's company. General Service Commission. Home / South Atlantic / South.

Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

JULY 1969

WALRUS. — Final manning date July 4 at Devonport for service with the 1st Submarine Squadron.
OBERON. — Final manning date July 21 at Portsmouth for service with the 7th Submarine Squadron.

SEPTEMBER 1969

OPPORTUNE. — Final manning date September 5 at Devonport for service with the 1st Submarine Squadron.

OCTOBER 1969

AENEAS. — Final manning date October

U.K. Base Port, Portsmouth.
BULLDOG and BEAGLE (Coastal Survey craft). Mid-1970 at Chatham. General Service Commission. Home / W. Africa / Med. U.K. Base Port, Chatham.
DIOMEDE FLIGHT. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.
GURKHA (GP Frigate). June at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Rosyth.

JULY

NORFOLK (GM Destroyer). July at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.
DEVONSHIRE (GM Destroyer). July (Tentative) at Portsmouth for trials. Port Service. Commissions November (Tentative).

AUGUST

BERWICK (A/S Frigate). August (Tentative date) at Chatham for trials. U.K. Base Port, Portsmouth. Tentative date for commissioning, October.
HYDRA (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.
WISTON (CMS). August 30 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

SEPTEMBER

PUNCESTON (CMS). September at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.
DIOMEDE (GP Frigate). September 8 at Devonport for trials. U.K. Base Port, Devonport. Commissions December.

OCTOBER

BERWICK (A/S Frigate). October at Chatham. General Service Commission. Home / East of Suez / Med. / Home. U.K. Base Port, Portsmouth.
LONDON (GM Destroyer). October. Special C & M complement at Portsmouth. Port Service.
AJAX (GP Frigate). October 1. Dockyard control at Devonport.
BEACHAMPTON. October at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
YARNTON. October at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
NOTES — It is emphasized that the dates and particulars given are forecasts only and may have to be changed — and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than 1 P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.



Resolution for three centuries

The first of the Royal Navy's nuclear-powered Polaris submarines to enter service was H.M.S. Resolution, built by Vickers-Armstrongs, at Barrow-in-Furness.

Laid down on February 26, 1964, she was launched on September 15, 1966, by Queen Elizabeth, the Queen Mother. Sea trials started in June, 1967, and she was commissioned on October 2 of the same year.

Early in 1968 H.M.S. Resolution sailed for American waters, making her first — and successful — firing of the Polaris guided missile on February 15, 1968. She started her operational life in June, 1968.

The Resolution, like the American Polaris submarines, has two crews, port and starboard, each of about 140 officers and men. By this means, the maximum operational time at sea is obtained. Each crew takes the submarine to sea for a patrol lasting about three months.

16 missiles

When not aboard, the spare crew takes leave and works in the submarine base on the Clyde, H.M.S. Neptune.

The large Polaris submarines are 425 feet in length (o.a.) have a beam of 33 feet and a draught of 30 feet. Surface displacement is 7,500 tons.

Each submarine carries 16 missiles — range 2,500 miles. In addition there are six 21-inch torpedo tubes forward.

Considerable effort has been made to make the long periods under water as bearable as possible. Messes are comfortable, there is a cinema with a plentiful supply of films, an excellent library, and various games, quizzes, etc., are arranged in order that the men's minds do not stagnate.

First in 1610

The name Resolution has been in the Navy for well over 350 years. The first was built in 1610 as the Prince. She was renamed Resolution under the Commonwealth, but in 1660 was again named Prince.

There was a Resolution at Orfordness (1666), Solebay (1672), Schooneveld (1673), Texel (1673), Barfleure (1692).

RAF pilot dropped a 'clanger'

H.M.S. Argonaut, which arrived in Singapore on May 9, spent eight weeks en route to the Far East on patrols off Beira.

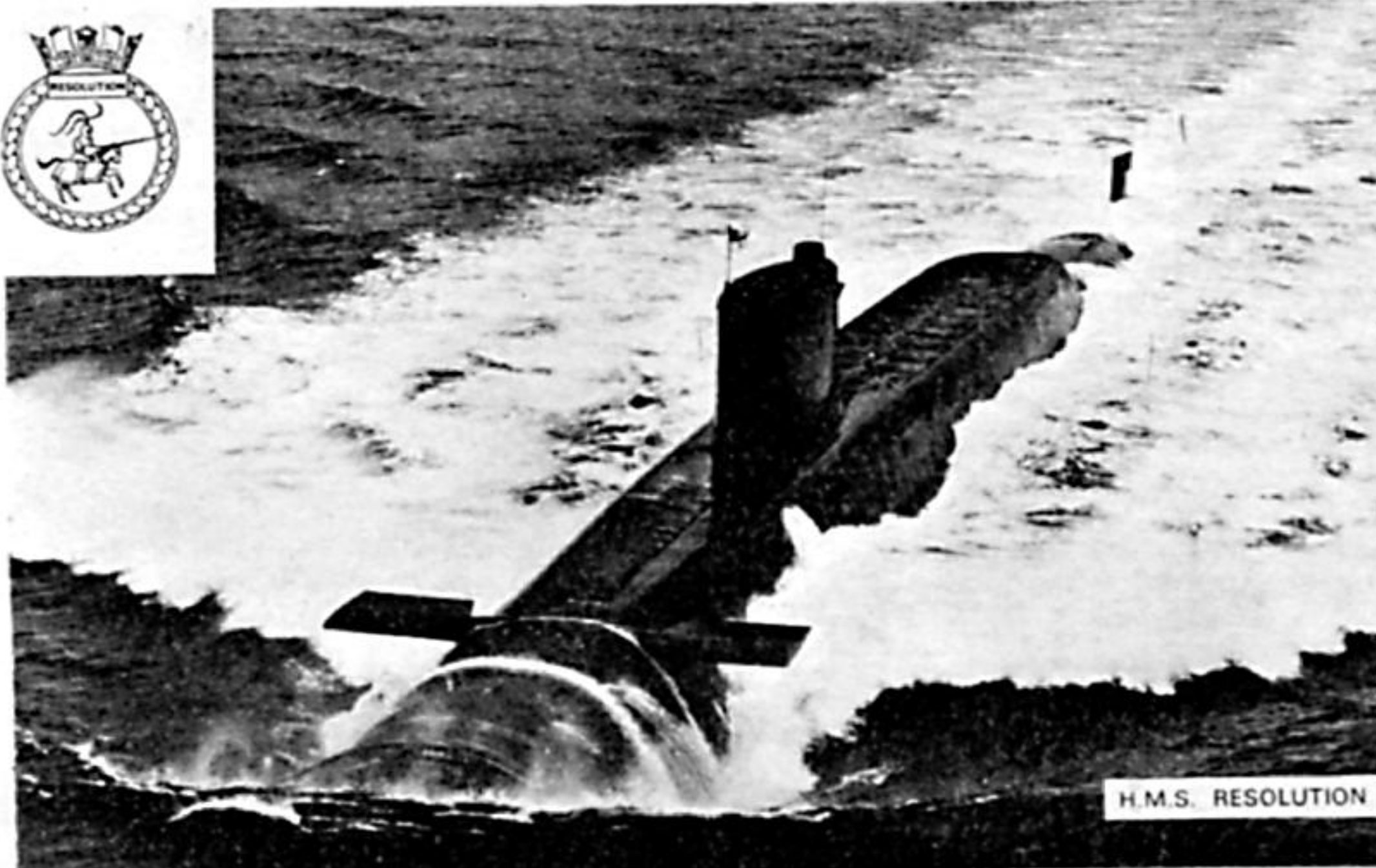
The ship paid a brief visit to Mombasa between patrols in order to give leave and many appreciated the relaxing days at the Silversands Leave Centre after a long period at sea with a further stretch to come.

During the patrols the most welcome and looked forward to events of the week were the mail drops by RAF Shackletons based at Majunga.

The low level bombing runs brought exclamations of surprise to many on board the Argonaut; and there was the horror when a pilot dropped a container that smashed into the sea, scattering bits and pieces everywhere.

It was not until the pilot let the ship know that the container was empty of mail that his "sick" joke was appreciated.

H.M.S. Argonaut, commanded by Cdr. M. J. Garnett, did not have much success in the Beira Bucket competition. The kites wouldn't fly and the fish wouldn't bite — in fact most of the kites ended up joining all the uncaught fishes.



H.M.S. RESOLUTION

Quiberon (1759), St Vincent (1780), Chesapeake (1781), St. Kitts (1782), The Saintes (1782), Baltic (1807), Basque Roads (1809), Jutland (1916) and during the Second World War.

When the Resolution was launched Vice-Admiral Sir Hugh Mackenzie, said: "Into the Resolution . . . has gone a care in design and workmanship of the very highest order . . . The result is a precision weapon of terrifying power . . . God grant

the weapon never be used.

The eighth ship of the name was Captain Cook's ship on his second and third voyages to Australasia.

The 16th Resolution was the 1915 battleship of the "R" class — the one with the cowed funnel — so well remembered by the sailors between the wars.

She did sterling service in both World Wars — in the second mainly on convoy duties against

German surface ships — and on shore bombardments.

In 1944 she became, with another of the class, the Revenge, part of H.M.S. Imperieuse, the stokers' training establishment in the Gareloch.

Christmas Island was discovered by Captain Cook in the eighth Resolution on Christmas Eve 1777, and the base that was established there in 1957 was named after the ship.

POSTCARD PHOTOGRAPHS

Photo postcards of H.M.S. Resolution or any other ship in this series are obtainable from Navy Views, Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:

Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Dartmouth, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector.

Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernized), Lynx (modernized), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, R.F.A. Engadine, Warspite, Carysfort, Beagle, Endurance, and Revenge.

FINE START FOR LONDON

with the Governor of Gibraltar has got H.M.S. London off to a fine start for her third commission.

The ship, which is commanded by Capt. D. Jermain,

visited Simonstown from May 1 to 5.

The Admiral and Lady Begg with Capt. D. Jermain, on board H.M.S. London.



Admiral of the Fleet Sir Varyl Begg, with Lady Begg and their two sons, took passage to Gibraltar in H.M.S. London when travelling to take up his new post as Governor.

The former First Sea Lord spent much of his time on passage talking to junior rates of all branches and visiting senior rates in their messes.

H.M.S. London, which commissioned in October, 1968, has completed a period of post-refit trials and work up, and is now on passage to Singapore where she will be the flagship of the Flag Officer Second in Command, Far East.

A highly successful families day at Portsmouth followed by a passage south in good weather

Price of a tot

It was stated in Parliament last month by the Parliamentary Under-Secretary, Defence (Navy) Dr. David Owen, that ratings who do not draw their tot of rum receive 3d. a day in lieu.

The retail price of one-eighth of a pint of rum in a public house ashore is 7s. 6d.

(Grog money was increased to its present rate of 3d. a day as a result of the Jerram Committee report — 1919.)

H.M.S. Plymouth has left Chatham after a two-and-a-half-year refit for a general service commission in Home Waters and East of Suez (Far East).

SAFETY TOW BY DEFENDER

While H.M.S. Defender was spending a couple of months in the Mediterranean, she learned that she had won both the anti-aircraft and surface firings trophies for her performance on the Far East Station during 1968.

Apart from Malta the Defender visited Marmaris and Izmir during her time in the Mediterranean. She took part in a NATO exercise with ships and submarines of the Turkish, Greek, Italian and United States navies.

There was a full social programme at Izmir, which included cultural trips to the ancient city of Ephesus, but no trip to Turkey would have been complete without seeing the other side of culture, and nearly everyone paid a visit to the night clubs to view the belly dancers and to sample the local drinks.

IMMOBILIZED

While at Malta news was received of the 7,500 ton Pakistani motor vessel, the Chenab,

which was completely immobilized 70 miles from the island.

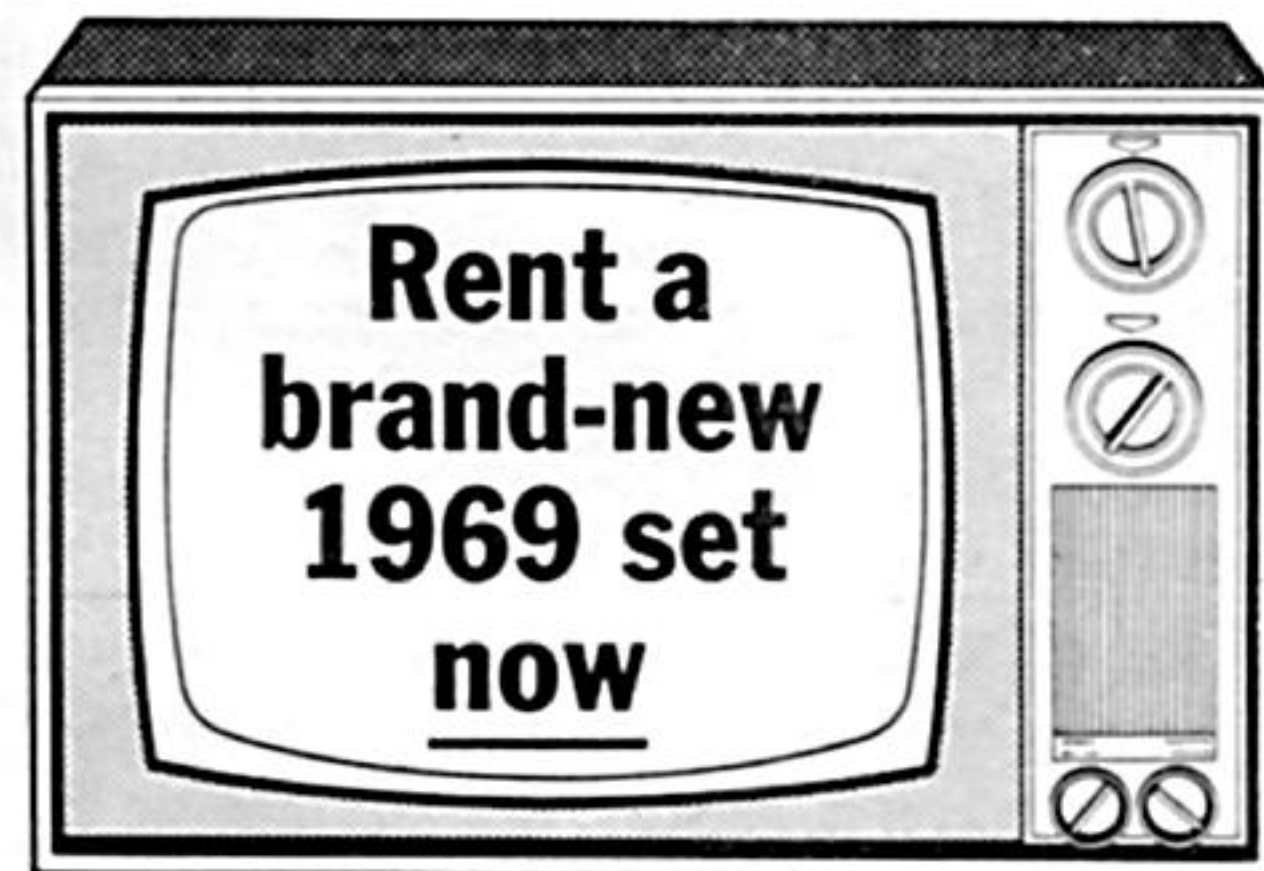
Men were recalled from shore leave and the destroyer commanded by Cdr. M. J. F. Rawlinson, reached the vessel, took her in tow, handing over to commercial tugs just outside the entrance to Grand Harbour.

While guardship at Gibraltar the Defender was ordered on two occasions to shadow elements of the Russian Navy as they passed through the Straits of Gibraltar.

On May 19 the ship sailed for a courtesy visit to Scandinavia, visiting Oslo, Stockholm, Gothenburg and Copenhagen. In June she visits Wales in connection with the investiture of the Prince of Wales.

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SMALL VESSELS' PROGRAMME

H.M.S. Appleton was re-commissioned under the command of Lieut.-Cdr. J. G. Lucas for service on the Gulf Naval Station and passage to the United Kingdom.

The ceremony was attended by guests from all Services — the Commander Naval Forces Gulf, Base staff, military and R.A.F. officers, and their ladies. Cdr. J. P. Gunning, Senior Officer of the 9th Mine Countermeasures Squadron, proposed the health of the "bride," the Appleton — a "stout old girl of some girth but still strong," and he wished her well in her eighth "marriage."

The nuptial metaphor was also evoked by the ceremonial cutting of a specially-baked cake.

OFF BAHRAIN

In her commission, the Appleton worked up her "new boys" off Bahrain and sailed towards the end of March for the U.K. with H.M.S. Burnaston and Chawton under command.

All the ships' companies were looking forward to their long voyage round Africa, with stops at a number of interesting places.

It was something of an adven-

ture in these small vessels, which were designed for local operations within 150 miles of a base.

The Appleton and Burnaston were destined for Portsmouth and eventually the scrapyard. The Chawton was going to Gibraltar for refit before transfer to the reserve.

The planned route to the U.K. was via Mombasa, East London, Simonstown and Gibraltar, the voyage to take about ten weeks.

The ships are being replaced by H.M.S. Puncheston (ex-

Gibraltar after a refit), H.M.S. Gavington (from the United Kingdom), H.M.S. Brinton and H.M.S. Brereton.

The survey ship H.M.S. Vidal left the Gulf station for the United Kingdom for a refit and, after recommissioning, will return to the Gulf about November.



H.M.S. Appleton recommissions: Left, Lieut.-Cdr. J. G. Lucas joins the ship's company in a toast to the journey back to the United Kingdom. Above, the Appleton and H.M.S. Burnaston and H.M.S. Chawton, homeward bound.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

P. Mumford, M(E)1, H.M.S. Exmouth — Home Sea Service, Chatham based. Will exchange for M(E)1 detailed for H.M.S. Scylla, or Dartmouth Training Squadron.

C. Beeson, RO2(T), detailed H.M.S. Bulwark in July. Wishes to exchange for any Portsmouth based ship.

A. H. Cocking, LCEM, J4 Mess, H.M.S. Excellent on draft to H.M.S. London-derry, September 26. Will exchange for base or ship in Portsmouth area.

P. J. Saunders, RO1, P/070107, H.M.S. Warrior, R.A.F. Northwood, Middlesex, detailed for H.M.S. Blake, June 27. Will exchange for a married accompanied draft.

R. Chapman, L Ck H.M.S. Vernon Detailed H.M.S. Ark Royal, September 15. Will exchange for Portsmouth or Portsmouth based ship.

K. Hall, CPO Wtr. Staff of COMNAV-SOUTH, BFPO 51, detailed H.M.S. Sea Eagle, October 1. Will exchange with anyone in the South of England — even seagoing would be considered.

N. A. Burgess, REA3, NIA H.M.S. Collingwood, who is detailed as an A/REA2 to H.M.S. Bulwark on November 5, will exchange for any Portsmouth based draft about the same time.

A. S. Reid, Captain's Office, H.M.S. Bulwark. Detailed H.M.S. Neptune in September. Will exchange with L Wtr in Rosyth area.

'HAT TRICK' AT FENCING

Lieut. C. C. Walker, of H.M.S. President, became the first man in eight years to be Royal Navy champion in all three classes of weapons during the R.N. Amateur Fencing Association meeting at Portsmouth in May.

Runner-up in both the foil and the epee was last year's champion, Sgt. T. J. Harrison, R.M., of Eastney. Runner-up in the sabre was Inst.-Lieut.-Cdr. N. A. Carter, of H.M.S. Thunderer.

In the dismounted champion-at-arms competition Lieut. Walker became the new holder of the trophy, Sgt. Harrison again being runner-up.

The light weapons team competition was won by H.M.S. Thunderer with nine points, the Infantry Training Centre, R.M., being second with six points and H.M.S. Heron third with three points.

LADIES' FOIL

Third Officer E. J. Heal, of H.M.S. Dauntless, won the ladies' foil (W.R.N.S. championships), with five victories. Wren S. M. Nunn and Wren A. S. Bennett, both of H.M.S. Daedalus, being second and third respectively.

Pangbourne College took the first four places in the cadets and young officers' foil competition, with Cdt J. E. Sherwood, R.N.R., taking first place.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

TO A/CERA	Feabes, G. S. 902265; Watts, D. A. 933937; Danvers, C. 956306; Dann, M. J. 943833; Hale, B. 766859.	TO CPO	Mason, G. V. 841525; Byers, W. A. 865904; McIntyre, J. 823380; Worrall, R. 864795; Spencer, W. J. 901635; Craven, S. 890121; Howell, C. 909426; Sargeant, M. J. 909424; Smith, C. 890041; Chadband, T. E. A. 882878; Grice, R. O. 898385; Fry, K. E. 890365; Alderton, P. H. 865649.
TO A/CH MECH	Collett, D. 903416; Hodgson, A. 921199.	TO MAA	Moorcroft, R. T. 661425; Street, M. E. 901971; Longland, P. A. 898681 (ex Coxswain).
TO A/CH SHIP	Miles, B. L. 977876.	TO CPO WTR	Way, D. W. 896205; Bond, K. A. 877159; Brookes, K. 875702.
TO CHM(E)	Nichol, G. H. 907083; Foster, A. J. 892015; Warbrick, J. A. 907460; Parr, M. A. 931014; Muir, T. G. 860049; Watson, R. E. 790478; Hall, A. D. 921008; McEwan, R. S. 903298; White, A. W. 860795; Goodall, D. L. 880819; Money, I. J. B. 934525; McIntyre, E. M. 851277.	TO CPOA	Smith, D. X. 923224; Love, M. W. 884529; Kelly, E. F. 909857; Payne, G. W. 859853.
TO A/CCEA	Chevis, B. 857324; Mumford, R. P. 928622; Newton, T. 969735.	TO CPO STD	Cox, G. B. G. 874030; Walsh, G. 894037; Matthews, H. J. 904823.
TO A/COEA	Feneck, R. J. 887652; Kick, E. D. 928598; Rickards, A. J. 956358.	TO CAM(AE)	Mason, A. H. 765151.
TO A/CH OEL MECH	Price, N. T. 937472.	TO CAF(AE)	Cameron, A. 906217; Ball, H. A. E. 850097; Mills, A. E. 814974; Deere, T. K. 873864; Brunt, P. 837824; Johnson, K. L. T. 854547.
TO CH EL	Macey, R. W. 927585; Clark, A. 915367; Paine, J. T. 924293; Mann, L. B. 927901; Johnstone, J. M. 878273; Lever, F. E. 844170.	TO CH(EL)AIR	Smith, K. A. E. 667960.
TO A/CH REL MECH	Joyce, P. D. 936647.	TO CH(EL)AIR	Woodward, P. 908439.
TO CHREL	Lunt, J. 915940; Crampton, J. V. 964404.		
TO CRS	Puttick, M. 883013; Collinson, P. 918845; Carrington, J. A. 924737.		



"She got mixed up with a mid-air refuelling over the Atlantic!"

ROSTER POINT LEADERS

The following table shows the total points of the men at the top of each advancement roster.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

CPO Ck (Ex O)	PO Ck (Ex O)	L Ck (Ex O)	CRS(W)	RS(W)	LRO(W)
2301	972	340	Int	Dry	Dry
MAA	MAA (Ex Cox's) RPO		CAA(AE)	CAA(O)	CAM(AE)
1297	1417	612	Dry	Dry	Dry
CERA/Ck Mech		Ck Shpt	CAM(O)	CEA(Air)	CREA(Air)
923/385		Dry	Dry	Dry	Dry
Ck M(E)	PO M(E)	L M(E)	Ck El Mech (Air)		Ck R EL Mech (Air)
2162	91	Int	Dry		Dry
Ck OEA/Ck OE Mech		Ck CEA/Ck CE Mech	CAF(AE)	POAF(AE)	LAM(AE)
Dry		Dry	2480	290	112
Ck El	PO O El/PO C El	LOEM/LCEM	CAF(O)	POAF(O)	LAM(O)
1783	Dry	Dry	2493	493	594
Ck REA/Ck RE Mech		Ck Med Tech	CA(AH)	POA(AH)	LA (AH)
Dry		Int	2281	1024	353
CH REI	PO REI	LREM	CA(SE)	POA(SE)	LA(SE)
1296	Dry	328	1221	347	201
CPO MA	PO MA	L MA	CA(Phot)	POA(Phot)	LA(Phot)
707	598	271	1411	328	486
CCY	CY	LRO(T)	CA(Met)	POA(Met)	LA(Met)
1383	511	482	1714	Nil	272
CRS	RS	LRO(G)	Ck El (Air)	PO El (Air)	LEM (Air)
1652	502	374	2153	197	Dry
			Ck R El (Air)	PO R El (Air)	L R El (Air)
			2335	Int	Dry

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(block letters)

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☐ New touring caravan
☐ Used car
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

(state country)

Post
this
today

Failed to save Calypso

Older readers of Navy News will be sorry to learn that efforts have failed to save from the scrapyards the former sailing corvette H.M.S. Calypso, now a salt hulk at Lewisporte, Newfoundland.

The Calypso was launched at Chatham in 1883. A Screw Cruiser Third Class, she displaced 2,770 tons, with a top speed of 15 knots from her 3,720 h.p. engines. She was, however, a true sailing ship, being rigged as a three-masted barque.

A sister ship, the famous Caliope, was the only survivor of a storm which hit an international fleet of warships in harbour at Samoa in 1889.

Fire power of the Calypso was impressive, the armament consisting of four six-inch guns, 12 five-inch, two 14-inch torpedo tubes, and six Nordenfeld machine-guns.

She had the appearance of a wooden ship, her 235-foot iron hull being sheathed in planking.

At the turn of the century, when the Calypso seemed doomed for the breakers' yard, she was chosen to be a depot training ship for the Newfoundland Royal Naval Reserve, making her last crossing of the North Atlantic in 1902.

Stripped of masts and rigging, the old ship was "Noah's Ark" to First World War trainees, eventually becoming a salt hulk at St John's. Later she was towed to Lewisporte.

A campaign has been waged to preserve the ship, but this has now failed. Calypso is to be broken up.

Maple Leaf.

St John's,
Newfoundland.

Letters to the Editor

REMEMBERS YEXLEY

Congratulations on the Navy News new look. I have been getting it since its beginning, and believe I was the first to do so in New Zealand.

No doubt many readers will remember the pre-1914 paper, Lionel Yexley's "Fleet."

A. Anglis
Wellington, N.Z.

Monitor No. 33

I wonder if there are among your readers any members of the ship's company still living of H.M. monitor No. 33, which served in the Dardanelles from 1915-18.

My father, the late Lieut.-Cdr. Henry Mulligan, M.B.E., R.N.R., served in this ship as leading signalman, and I have in my possession his diary of that period, in which he mentions several of his shipmates.

Lieut.-Cdr. Q. B. Preston-

Thomas was captain, Lieut. Woolwich first lieutenant, Mr. Horrigan chief gunner, and Sub.-Lieut. Bowen, R.N.R., navigating officer.

"Sparks" was Ldg. Tel. Francis Wigley, of Par, Cornwall, and he also mentions Brum Watts, Freddy Hawkins, Rocky Hayman and the ship's pet dog Nell.

I would be interested to know the later history of this ship.

As an ex-yeoman of signals, may I wish all the best to any old shipmates of Glory, Wide-mouth Bay, Loch Arkiaig, Superb and Surprise.

J. L. Mulligan
112 Heathfield Road,
Fleetwood,
Lancs.

'Madame Butterfly' their charmer

It was most interesting to read Mr. Hallett's inquiry (April issue) concerning the whereabouts of his old shipmates in Cabbala.

I was the paymaster commander in his day at Lowton-St-Mary's, having succeeded Cdr. Norman.

Sometimes I correspond with Lieut.-Cdr. Williamson (Willy),

now living in Herne Bay, and a keen member of the Cinque Ports Association based on the London Flotilla with headquarters in H.M.S. President.

As to the W.R.N.S., I recall "I.O." Green, a most efficient and much liked first officer, and 2nd Officer Hamilton, who went back to a police career at the Old Bailey. She charmed us with her lovely voice, and how many times we clamoured for "Madame Butterfly" at our informal concerts at the local.

I wonder if Mr. Hallett remembers our wonderful Halloween parties organized by Lieut.-Cdr. Fisher, complete with witches' brooms and flickering fires.

I now live in Cornwall, and have much interest locally as a member of the R.N.X.S.

Eric R. Reeves
(Commander (S), O.B.E., V.R.D.)
Helston, Cornwall.

Letter from the Decoy

In the May issue of Navy News, reference was made to an anonymous letter from H.M.S. Decoy, and the Editor invited the sender to give his name as evidence of good faith, in order that the letter could be considered for publication.

No word has been received, but in view of the impression which may have been left, the Editor would like to make known that there was no reflection on the ship.

The letter suggested that the writer and his "oppos" were fed up with seetime, while a sporting personality featured in Navy News seemed to be having a wonderful life.

Although an "ardent reader" of the paper, the correspondent was critical of the price; of a paragraph which sought to contact veterans of the Naval Brigade who fought in the Boer War; and he also had an aside about accommodation generally in a Daring class destroyer ("We've hardly room for uckers.")

Once again the Editor wishes to emphasize that letters must be accompanied by the name and address of the sender as evidence of good faith, although publication may be under a pen-name. Under no circumstances will the name of a correspondent be disclosed without his permission.



"I told you a diet of whisky and wild spinach wouldn't mix!"

FAMILY REQUESTS



L.Ck. Mike Shaw, of Plymouth, introduces a programme of family requests on Radio Jaguar. Request forms are sent home by the ship's company of H.M.S. Jaguar and completed by relatives. The records, together with messages, are broadcast in the Jaguar within a few days of receipt of the requests.

L.Ck. Shaw has built up a big library of both "pops" and "evergreens."

JAGUAR'S WHISKY FAREWELL

H.M.S. Jaguar gave medical assistance to people of the coral island of Astove in the Indian Ocean after the death of one of the inhabitants from tetanus.

Astove lies near the British island of Aldabra, and is administered by the Seychelles Government but leased to a Briton.

He is Mr. Veevers-Carter, who has lived there for two years with his wife and three children. The remainder of the population consists of 13 adult islanders and their three children.

Following the call to the Jag-

uar for medical assistance, the ship's medical officer, Surg. Lieut. Allen B. Loach, and LMA William Inglis were landed and they immunized the total population against tetanus.

EXTRACTION

One islander who complained of toothache was transferred on board to the sick bay, where the tooth was extracted. Surg. Lieut. Loach, a physician by training, had previously performed extractions only while studying for his degree at Guy's Hospital, London.

The operation, performed under local anaesthetic, was suc-

cessful and the islander returned relieved of his pain and wearing a broad grin so that all could see the void left in his mouth.

Surg. Lieut. Loach reported that the population appeared fit and that the island was free of malaria and had no endemic disease.

The medical care of the island rests with Mrs. Veevers-Carter, who, as well as having training in first aid, has worked for three months in a Seychelles hospital.

ANNUAL SUPPLIES

She has supplies delivered to the island annually, but for food relies in the main on local pro-

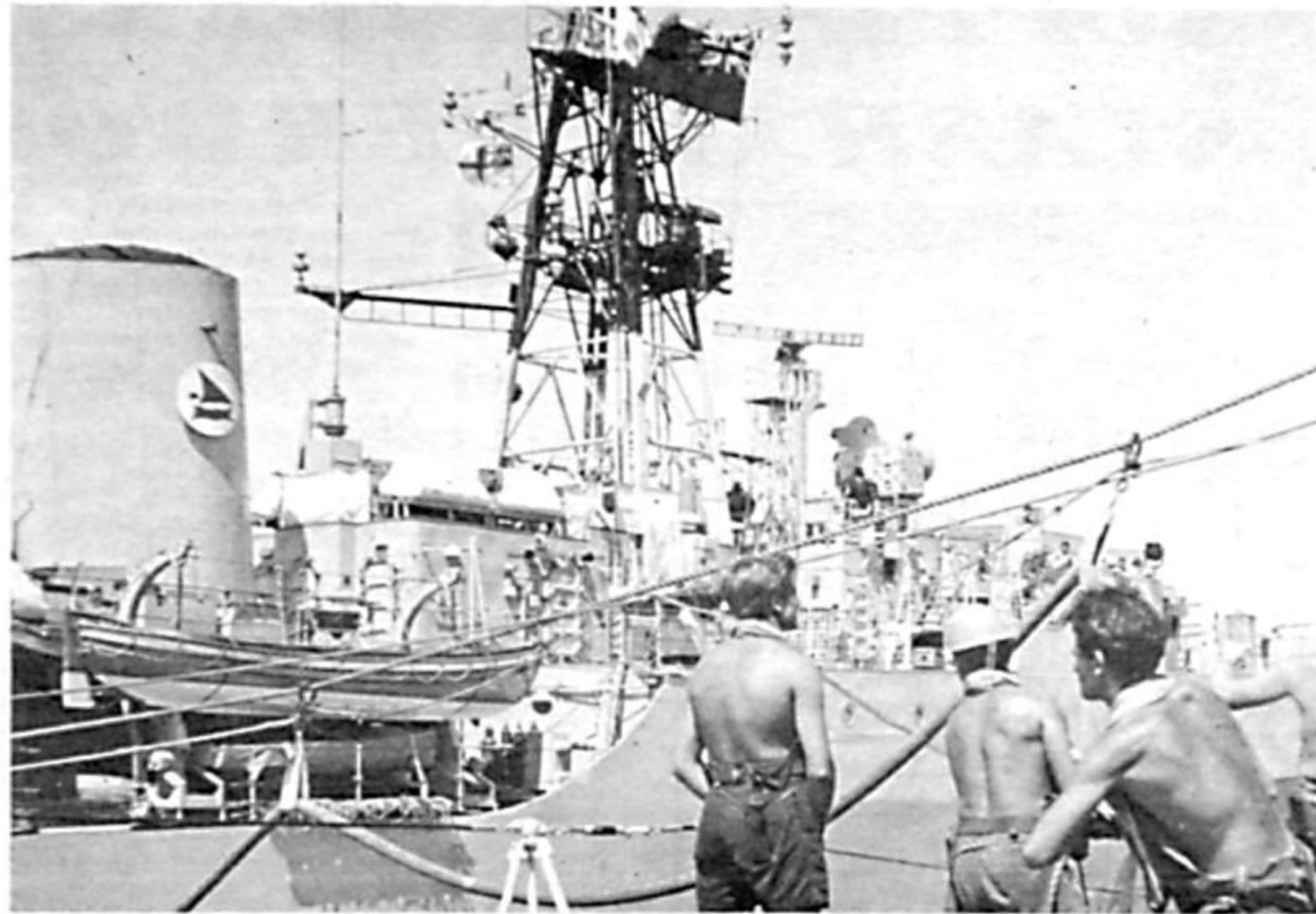
duce. Fish are abundant, as is wild spinach.

There is poultry of all kinds on the island and milk is obtained from goats.

Rainwater is collected from roofs of buildings and stored in two reservoirs. If this supply fails there is a well, but the water from this is somewhat brackish.

Before the Jaguar left Astove, medical supplies were landed, together with food, frozen meat and drink purchased on board by Mr. Veevers-Carter. Two bottles of whisky were given him by the officers to help pass the time until another ship calls.

FROM 'R.F.A.' ZULU



While operating with H.M.S. Zulu in the Indian Ocean, H.M.S. Jaguar suffered serious loss of her fresh water-producing capacity.

The Zulu was, however, able to produce surplus to her needs and it was arranged that she should supply the Jaguar.

The water transfer was through a fire hose slung in canvas stirrups from a light jackstay.

For the occasion the Zulu flew at her starboard yard arm the flag of the Royal Fleet Auxiliaries — hence "R.F.A." Zulu.

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SUPPLY OFFICERS SLASH PAPERWORK



Two years ago, Cdr. R. A. H. Vaughan-Cox, and Mr. D. Marshall, of the staff of the Director General of Supplies and Transport (Naval) spent some time with other navies to see how other supply branches do their stores accounting work.

They also visited a number of big commercial firms, including the ace "paper-slashers," Marks & Spencers. As a result of this, the team have cut out from the supply officer's work an annual pile of 300,000 copies of printed forms, and have saved about 200,000 man hours' work.

This is chiefly by cutting out detailed accounting for the cheaper ranges of consumable stores, because it is just not worth spending money accounting, if the accounting costs more than the stores themselves.

Modern swept-up accounting consoles with visible edge cards are now being fitted into ships' supply offices.

The photographs show some of the ledgers supplied to H.M.S. Ark Royal to account for her stores, compared with the new system fitted in H.M.S. Aurora.



FAMILIES - A WORD ABOUT 'SPRING CLEAN'

Inspection!!
To you at home, this may not mean very much, so a little explanation is not out of order.

When a ship first commissions she undergoes a "work-up" period at Portland, but another inspection is carried out in the middle of the commission.

This means that every ship has a complete spring clean every year. Letters which have been "lost" in the wrong file are found; paperwork generally is brought right up to date; all equipment is serviced and checked; everyone's kit is checked and replaced where necessary. . . .

All in all it serves a very real purpose, and after two weeks of feverish activity we were ready.

The entire ship's company fell-in on the upper deck in their best white uniforms for Divisions, and we were inspected by the Commodore. Afterwards he inspected every nook and cranny throughout the ship, and we hope he was impressed.

(From H.M.S. Naiad's letters to families)

PUNISHMENT STATEMENT

Replying to a Commons question about naval detention quarters, Dr. David Owen, Under-Secretary, Royal Navy, said, "The number of hours spent by detainees in their rooms will be reduced."

"All detainees will have discussion periods, as well as lecture periods. Detainees will in

future eat and talk together and the standard of food has already been improved. More visitors will be permitted.

"The effect of these changes, which will be introduced over the next few months, add up to a considerable modernisation of the Royal Naval detention quarters."

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BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDDLESEX.

Monsoon trip for 'Bar' boat

With the transfer of the Royal Navy's Boom Defence Depot at Loyang to the Singapore Government, H.M.S. Barbain, the last R.N. ship there, has gone to Singapore.

The 28-year-old ship (750 tons, standard) was towed out to the Far East in 1946 and has been there ever since.

In the latter months of last year the Barbain steamed a cool—or not so cool—9,180 miles. This was quite a change from her normal duties, the laying and inspecting, or renewing when necessary, the heavy moorings at which ships of the Far East Fleet lie when out in the roads off Singapore Naval Base.

LONG REMEMBER

However, from time to time, a requirement arises which takes her farther afield, and the 1968 trip was one which the Barbain's captain, Lieut.-Cdr. J. Canter, the first lieutenant, Lieut. W. J. Booty, the engineer CERA R. Lawrence, and the ship's company (about 30) of Singapore Dockyard locally entered civilians, will long remember.

Penang was the first port of call—but only for fuel and water—then off across the Indian Ocean to Gan.

This airstrip, with a small island round it, was better known in the Second World War days to Lieut.-Cdr. Canter and his friends as Addu Atoll, of which Gan is, in fact, a part.

Much of the passage from Penang to Gan was made into the teeth of the south-west monsoon.

HEAVY WEATHER

As the small ship pitched into the heavy swells her captain estimated that she was scooping up through the "horns" some five tons of water which swirled down her decks often eight inches deep before pouring out astern.

At Gan this "giant" of less

than 800 tons had to hold the fuel hulk Wave Victor, of some 23,000 tons, while the latter was detached, by cutting through the cable, from her moorings. Then, still holding her valuable attachment, the Barbain renewed the moorings and re-secured the Wave Victor to them.

During her time at Gan, however, trouble struck. The main bearings had to be lowered. With no dockyard assistance the ship's engine-room staff, ably led by CERA Ralph Lawrence, set to.

The R.A.F. lent ten-ton jacks and in less than two weeks the repairs were completed.

BUSY PROGRAMME

Making port at Masira, off the South Arabian coast—by way of Bombay for fuel and water—did not mean any rest for her crew.

Indeed so pressing was her

programme of renewing the moorings for the tankers that bring fuel to the R.A.F. station, that no shore leave could be given, and while the hands turned to about 0530, secure was seldom before 2000.

On to Bahrain and more moorings to lift and service or renew. Several of these had suffered to a serious degree due to salt water corrosion and were major renewal jobs. However shore leave was piped at least once to each watch.

The return trip did include a pleasant call at Cochin, where leave was again given to each watch, and then on into the monsoon again—by now blowing from nor' east. The ship also caught the side effects of two cyclonic disturbances.

"We were not too badly affected," said Lieut.-Cdr.

Canter, "though for 24 hours the ship rolled about 25 degrees either way!" Again it was about five tons per wave.

LONGEST EVER?

A tanker which conveniently happened to be on passage in the area was available in the Bay of Bengal to "top up" the Barbain if required, but deciding that all was well for both fuel and water, the commanding officer decided to press on for Penang—and in fact direct to Singapore.

"That passage of 1,980 miles in ten days," said Lieut. Jim Booty, the Barbain's first lieutenant, "must be about the longest ever for a 'Bar' vessel."

It seems odd that a ship of this age should have done something like a third of its total steaming in the last six months.

As the captain said of the voyage to Bahrain and back: "Not bad for a 28-year-old ship—and we certainly learnt something about what a 'Bar' can do."

H.M.S. Barbain leaves Loyang for the last time.



FIFE STORY FOR THE COUNTY

The close links between the County of Fife and H.M.S. Fife were strengthened when the commanding officer, Capt. P. G. Lachlan, and a team of officers and ratings visited the area from April 29 to May 1.

Visits were made to various

schools when talks were given, and a film was shown of the guided-missile ship's round-the-world cruise which ended earlier this year.

A model of the ship, made by apprentices at H.M. Dockyard, Rosyth, was presented to the

Fife County Council by Capt. Lachlan, and plaques were presented to the schools.

During the evening of April 29 there was a Careers Forum at Cupar, attended by headmasters and Youth Employment Officers.

Who will help?

So far there has been no response to the appeal for a ship to take over the liaison which H.M.S. Grafton—now going for scrap—has had with a London children's hospital.

Any ship interested should write to the Editor, Navy News, R.N. Barracks, Portsmouth.

PAGE FOR THE FAMILIES

Feeling like an intruder

"Will you come to coffee on Wednesday," she asked Navy News. "We have our naval wives' meeting and the admiral's wife will be there. Actually our numbers are falling off a bit and we wondered if you would help to publicize our activities?"

This conversation — and these circumstances — could be at any naval port at any time, and though a paragraph in the Navy paper may be a "shot in the arm" acting as a temporary stimulant, it might well be worth digging a little deeper into the problem to see if there are lessons to be learned for all these organizations.

The very invitation "Come to coffee" sends many wives reaching for their car keys with an urgent and inescapable appointment in the opposite direction, but it is difficult to see any alternative. So long as it is just a start.

Many naval wives' meetings begin through drive and inspiration at high level, or among themselves, but they suffer rather more quickly and more often from a

familiar breakdown. The "Mainspring" departs and the works falter and stop.

Those which do not stop altogether often keep going through "retired" wives continuing to support the associations which gave them companionship in their younger days.

Let us imagine a girl who is feeling a little lonely, fancies the idea of meeting other girls similarly placed, reads about this or that naval wives' meeting, and decides to go along.

Having parked the children for a few hours and donned her latest accessories, she finds herself at THE DOOR. Beyond is the murmur of conversation and clatter of cups.

Assuming she is brave enough to make the entry (and many are not) she walks resolutely in to find the usual roomful of clusters, all in animated chat like broods of long-lost sisters at a reunion.

What do you do? Walk up to a bunch and announce, "I'm Sallyann. I'm new."

To start with, Sallyann is probably taken aback to find that everybody seems to be

elderly, and all too often this is the case.

Even if Sallyann stays on through the "come to coffee," it is a fair bet that you won't see her face again.

Perhaps the first question which springs to mind is "Should retired wives have their own meetings and recruit among themselves? Can they hope to co-exist with serving wives?"

The one strong reason for having retired wives is that they do provide that continuity to overcome the otherwise constant comings and goings, but if they hold all the offices, and know each other so well, newcomers may well be made to feel intruders.

This situation of "Mods" and "Squares" is one which organizations must sort out for themselves. To recognize the existence of the danger is a good start along the road to successful meetings.

Everybody realizes now that naval wives banded together must have a livelier reason for existence than cups of tea and coffee, and some of them have splendid programmes of interest, education, and social work.

But the big challenge remains. THE DOOR.

A "Roll up, roll up" call to all and sundry may well bring in a few extra members, but Navy News suggests that the only sure way to extend membership is by personal invitation to get them there, plenty of equal age group, and intelligent activities.

If the aim is to get in the really lonely ones — the shy girls — they have to be found, invited (if possible brought), and never left alone during those first difficult meetings.

Getting names should not be too difficult, and two or three guests per meeting should help to promote an expanding membership.

Curious about Australia?

Readers to the Families' Page will remember that last month's queries from naval wives included one about how a man qualifies for a loan draft to the Royal Australian Navy.

At the present time about 50 senior ratings are being lent to the R.A.N. for two-and-a-half years. The procedure is that the R.A.N. from time to time asks the Ministry of Defence in London whether a number of ratings in certain categories can be made available on loan.

Where M.O.D. can help, a call for volunteers (usually by D.C.I.) is made, and selections are made by M.O.D.

The men become part of the R.A.N. while serving, but do not lose their identity as members of the R.N. They are paid by the R.A.N.

SHORE DRAFTS

R.N. sailors, like those of the R.A.N., are available to be posted anywhere as required, though assistance with shore drafts is given. In the current batch, for instance, the Naval Board has promised three months before any sailor is posted away (some of course will not be in any case).

Concerning the conditions

which families can expect with the R.A.N., this is a very wide question and can best be answered by Australia House direct.

But don't build up any hopes. Loan service is not a continuous requirement, and having received the present group, there appears little likelihood of another call for some time.

GRANT GOES UP AGAIN

The Trustees of the Royal Naval and Royal Marines Dependents' Fund have agreed that a further increase can be made in the size of the grant payable.

As from March 21, 1969, therefore, the grant has been increased to £500.

IMPROVED RULES FOR OVERSEAS

Improvement is being introduced in the rules for family passages for those who are sent overseas for less than a full tour of Local Foreign Service (A).

At present the naval rules (D.C.I., R.N., 1451/66 para 13) only allow such people to have family passages if they are appointed or drafted overseas for at least 12 months and there is a prospect of at least nine months of family unity.

In future, the conditions will be nine months of family unity only, and in exceptional circumstances at the discretion of the Ministry of Defence this may be reduced to six months.

In making this change, the Navy is lining up with the rules which have been in force in the Army, and Royal Air Force for some time.

HOW IT APPLIES

In the normal course of events, officers and ratings will still be going overseas for the full standard tour with the option of serving this unaccompanied for a period of 15 months. The concession applies only where the length of the tour is curtailed from the outset for Service reasons.

Anyone interested in the new rules should watch for a D.C.I. now being issued.

'...and here's Penny'



When H.M.S. Grenville arrived at Portsmouth after being away 51 weeks, Cook Jerry Crease was happy to see his four-month-old daughter Penny for the first time. With Jerry is his wife Carol. They come from Sandford Road, Old Newton, Stowmarket (Suffolk).

Picture: PO (Phot) D. Morris.

New primary schools for Gibraltar

A primary school with 13 classrooms for 360 children of British servicemen has been built in Gibraltar in just over six months by the Ministry of Public Building and Works.

It was opened on April 30 by Admiral Sir Frank Twiss, the Second Sea Lord, as the first of two new primary schools being provided on "The Rock" by the Ministry of Defence.

They will be administered in Gibraltar by the Royal Navy on behalf of the Service Children's Education Authority, who have overall responsibility for the education of the 700 children of Service families in Gibraltar.

The school will also provide for the small number of Gibraltar children of the Anglican faith.

COST £135,000

To be known as the New Camp School, the new building has cost £135,000, and comprises four two-storey teaching blocks linked to a central multi-purpose hall, the roof of which is extended to provide covered play areas.

The decision to go ahead with the project on the new camp site was finalized only a year ago, and the short construction period that this left made it essential to use a system building form of construction, enabling building work to be completed in about six months.

A record total of 23,120 Singapore dollars was distributed in 1968 to 30 local organizations by the Singapore Naval Base Charity Chest. The money was collected throughout last year at fund-raising events and by individual contributions from many ships and units of the Royal Navy.

As well as cash donations, a number of local charities have been given direct assistance, mainly by naval wives.

Thirty-six wives have regularly taken charge of Guide companies and Brownie packs at the Princess Elizabeth School for the Blind, Johore Bahru, and have also given typewriting, sewing and music instruction, looked after backward children's classes, read to children studying for examinations, and made tape recordings of books and plays

for the blind children.

At the Johore Cheshire Home, teams of naval wives undertake physiotherapy and occupational therapy, while others take the children out for weekly drives.

Five ladies teach the underprivileged children of the Hans Anderson Club to swim in the Admiralty House Pool and supervise outings, and the Naval Base Red Cross Group visits the Old Men's Home in Singapore, taking extra food and comforts.

The Jubilee Children's Home, Johore Bahru, is regularly visited

by 36 naval wives, who look after handicapped children and assist in the physiotherapy department, and similar work is undertaken by other wives at the Spastic Home, Johore Bahru, and at St Andrew's Preparatory School for Deaf children, where they teach lip reading, writing and arithmetic.

In addition the President, Vice-President, Honorary Secretary and Treasurer of the Girl Guides Association (North Division Local Association) are all wives of naval personnel.

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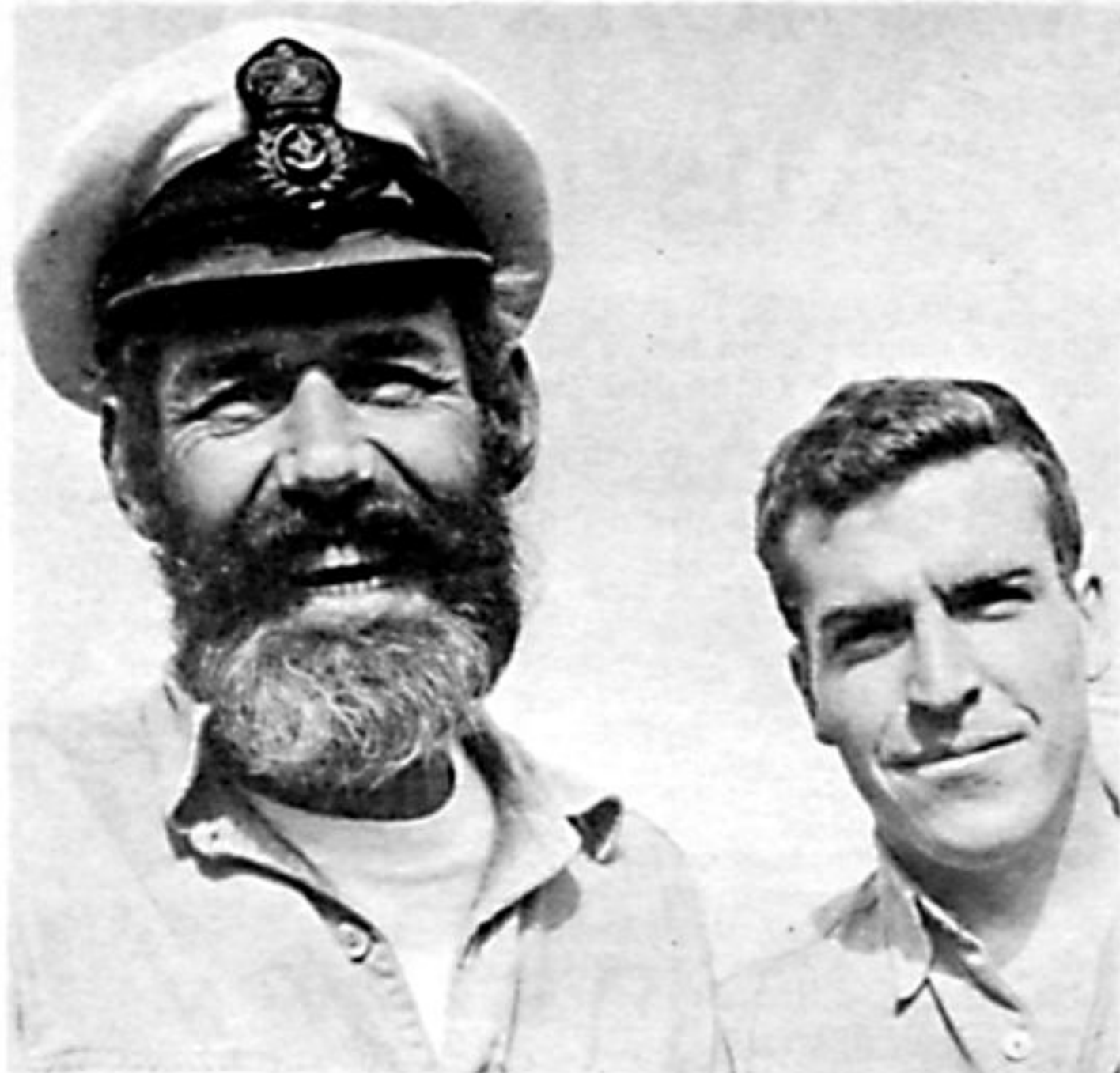
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BODYGUARDS



The Rothesay ratings who acted as bodyguards to the British Commissioner during the Anguillian affair: CPO Stuart Bowen (left) and AB Thomas Boyd, both of whom are six-footers.

Been to west, now off east

The anti-submarine frigate H.M.S. Rothesay, which was at Anguilla when the British troops landed, has returned to Portsmouth after five months in the West Indies. During this time she visited 15 different islands in the Caribbean and Bahamas area.

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Christmas was spent in Bermuda and on New Year's Day she arrived at Antigua to take the Senior Naval Officer, West Indies, Commodore M. N. Lucey, on his inaugural tour.

A period at Trinidad for maintenance followed and then there were further official visits in the Bahamas area before the Rothesay sailed to Florida for a self-maintenance period.

A second visit to Trinidad provided another opportunity to enjoy West Indian sunshine and beaches before sailing for Antigua to take part in the Anguilla affair.

OPERATION SHEEPSKIN

Two of her crew, CPO Stuart Bowen, of Gosport, and AB Thomas Boyd, of Belfast, acted as bodyguards to Mr. Lee, the British Commissioner.

After successfully carrying out her part in Operation Sheepskin the Rothesay, commanded by Cdr. D. J. Bradby, sailed for Brazil, where she joined the R.N. squadron visiting South America.

Easter was spent in Rio De Janeiro and farewell bade with an all-day squadron sea demonstration for the Brazilian Navy.

After a short docking period at home, the Rothesay deploys for service east of Suez.

Royal Navy's aircraft

No. 17

MAID OF ALL WORK

Flycatcher take-off thrills

Standard first line fighter of the Fleet Air Arm from 1923 to 1934 was the Fairey Flycatcher, which replaced Nieuport Nightjars and Parnall Plovers.

This rugged little biplane made an enduring impression on all who flew it and the many who witnessed its superb aerobatic displays with accompanying delightful full-throttle roar.

The Flycatcher was a "maid of all work" and operated from platforms rigged on gun turrets, by catapult launch from cruisers and battleships and from all the carriers of its era.

H.M.S. Furious, Courageous and Glorious were equipped with a lower flying-off deck, forward and below the main flight deck. Takeoffs by Flycatchers from this 60-ft. tapered deck were always spectacular because of the short run, engine noise and close proximity of "goofers."

VERTICAL BANK

Pilots often entered into the spirit of the occasion and brought an added thrill by carrying out a vertical bank or slow roll as soon as the wheels were clear of the deck.

The land undercarriage was readily interchangeable for twin floats to convert to the seaplane role, and in some cases wheels and floats were fitted and the aircraft operated as an amphibian.

Worthy of special mention is the Flycatcher S1288, which was used for the special training of pilots for the R.A.F. High Speed Flight in 1929.

In 1923 Flycatchers were used for deck landing trials in H.M.S.



The Fairey Flycatcher, a rugged little biplane which made an enduring impression.

Argus, and special hooks were fitted to the undercarriage to engage in the fore and aft arrestor wires. This method of arresting aircraft was not very successful and was soon abandoned.

AIRBORNE SAILORS

Until introduction of athwartship arrestor wires several years later, deck landings were carried out without arrestor gear but with the assistance of eager, airborne sailors who attached themselves to the aircraft's wing tips as soon as the aircraft came within reach.

After more than a decade of operational flying, the Flycatcher was finally declared obsolete and was superseded in 1934 by the more graceful Hawker Nimrods and Ospreys.

TECHNICAL DATA

Flycatcher I

Description: Single-seat carrier-borne, seaplane or amphibian fighter.

Manufacturers: Fairey Aviation Co., Ltd., Hayes, Middlesex.

Power plant: One 400 h.p. Armstrong Siddeley Jaguar IV.

Dimensions: Span, 29ft. Length, 23ft. (29ft. as an amphibian). Height, 12ft. (13ft. 4in. as an amphibian).

Weights: Empty, 2,039lb. Loaded, 2,979lb. (3,579lb. with floats).

Performance: Maximum speed, 133 m.p.h. (126 m.p.h. as a seaplane). Range, 263 miles. Surface ceiling, 19,000ft. (14,000ft. as a seaplane).

Armament: Two synchronized Vickers guns. Provision for four 20lb. bombs below wings.

Photo postcards

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal order for 12s. Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafox, Osprey, Gannet and Wessex III.

Bulwark 'play ship' for a day

and island a flying display by Wessex helicopters of 845 Squadron.

This included abseiling by 41 Commando R.M., the lifting of trucks from the flight deck and the rescue of an "injured" man before the helicopters landed on board.

A buffet lunch was served to some 800 ratings and guests in the hangar, and in the afternoon the families looked round the

* With the aid of a Wessex helicopter of 845 Squadron, the art of abseiling is demonstrated at the Bulwark families' day by 41 Commando R.M.

LIFE AT SEA

H.M.S. Bulwark had a TV camera team on board when she sailed for the Med.

They were from Yorkshire Television and were obtaining film for a 40-minute documentary on the life and work of the captain of a Royal Navy ship.

For seven days the TV men took shots of many aspects of life at sea as seen through the eyes of the captain of the Bulwark (Capt. J. A. Templeton-Cotill).

The TV men return to the Bulwark for more "shooting" when the ship visits Toulon in June.

The documentary is expected to be ready for screening on the Independent Television network in July.

ship, watched games being played on the flight deck and in the lift wells and listened to a

band concert in the hangar by the Royal Marines Band of H.M.S. Collingwood.

Above all, it was a children's day with boat trips in the ship's L.C.V.P. in Portsmouth harbour, rides in a motorized "train" on the flight deck and plenty to eat and drink.



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Raising cash a 'snip'

Beard half a crown a snip, moustache 5s. a side — that was the price asked by CA Paddy Mooney in his efforts to raise funds for a children's home.

For many years the CPOs' mess at RN Air Station Culdrose has devoted efforts to supporting the Royal United Services Home for Children at Newquay, Cornwall.

When the chief petty officers held their Easter end-of-term ball the entrance fee was a piece of silver or an Easter egg for the children's home and as a result two boxes of eggs and about £35 were raised.

To add to the fund raising at the ball, CA Mooney, who has

had a magnificent beard for many years, decided to sell it. At 2s. 6d. a snip of the scissors at the ball it was quite a sacrifice, but raised £8.

Later PO Mooney decided that his pride would not allow him to wear the tattered remains so he offered the rest at 2s. 6d. a

go with the razor and raised another £5.

The "last ditch," his moustache, cost 5s. a side and was taken off by the recently retired mess president CPO Douglas Rowles and PO Wren Carol Keeling.



The last straw: PO Wren Carol Keeling enjoys 5s. worth of moustache removing as CA Mooney stoically contemplates a hairless future.

THE 'NEWS' DIARY

RHINE TRIP PROVED A WINNER

Two happy ratings from the H.M.S. Ganges Training Squadron, pictured at Lucerne during the squadron's recent highly successful visit to Basle and other ports on the Rhine.



'IDEAL' SPOT FOR JIMMY TO SEE 'NAVY NEWS'

On the table in front of Scots singer and comedian Jimmy Logan is a newspaper which should, no doubt, be nameless.

But as false modesty never got anybody anywhere, let us quickly add that it is a recent edition of Navy News.

Mr. Logan was visiting the Royal Navy and Royal Marines stand at the Edinburgh Ideal Home Exhibition, which he opened.

This stand consisted of two "homes" — one a senior rates' messdeck on a Polaris submarine and the other a Royal Marine camp in the jungle.

Mr. Logan is seen here with the stand staff and shaking hands with AB Robert Avery from H.M.S. Dolphin.



NAAFI man in one ship 12 years

Leaving H.M.S. Diana after 12 years almost continuous in her is NAAFI manager Mr. Emmanuel Fiteni.

Mr. Fiteni joined the Diana in 1957 and, but for a period of service in H.M.S. Daring while the Diana was being modernized, has served in her ever since.

Mr. Fiteni, who comes from Malta, joined NAAFI in 1946 and first served in H.M.S. Virago. Other ships in which he has served include H.M.S. Glory and H.M.S. Urania.

IMPROVEMENTS

Among many improvements which have been made during his career are the NAAFI symbol tiles which grace the deck of many a ship's canteen.

testimonials and recommendations for his service to the ship and her company.

Affectionately known as "M" by all, Mr. Fiteni has played water polo for the ship's team.

He leaves the Diana to have a minor operation and afterwards goes on leave before taking up a new appointment with NAAFI.

Designed by Mr. Fiteni, these tiles incorporate the NAAFI symbol on a blue, red and light grey background.

During his time in the Diana Mr. Fiteni has received many

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Star and the sub.

Film star Gregory Peck, at Cape Kennedy to make a film about the rescue of marooned astronauts, renewed memories of his role as the submarine captain in Nevil Shute's "On The Beach" when he visited the British Polaris submarine H.M.S. Repulse.

The Repulse was at Cape Kennedy for practice firing of her missiles.

In the picture Mr. Peck is seen, with his wife Veronique, talking to Cdr. Tony Whetstone, captain of the starboard crew of the Repulse.

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

The missing weapon

With two naval reviews in as many months, anyone who still believes they are precursors of war will have strong grounds for anxiety. They may, however, be consoled by the generally-held belief that the NATO fleet gathering last month was a demonstration of a defensive force without parallel in modern times.

For 20 years a dozen maritime nations have banded together, playing an important part in keeping the peace, and few spectators remained unimpressed as the Queen in the Royal Yacht Britannia moved along the lines of warships.

Not all the lines of naval might, however, could mask the concern felt in the Royal Navy at the absence of surface-to-surface missiles. There wasn't one among all the NATO ships, nor will there be any in evidence when the Queen reviews the Western Fleet in Torbay next month.

If NATO is to "mark" Russian naval strength in the Mediterranean, it is difficult to see how this can be accomplished without weapons comparable with the Styx missile, the effectiveness of which has been so amply demonstrated.

The Type 82 destroyer, now launched, is to be fitted with Seadart missiles, said to have surface-to-surface capability, and claims are also made for the helicopter carried air-to-surface weapon, but misgivings must remain until there is something to hit with, and not just talk about.

Race triumph

Everybody will join in the delight felt at the triumph of British industry and the Fleet Air Arm in the Transatlantic Air Race.

Interest in the Harrier vertical take-off plane, mounting daily, was given a tremendous boost — and even more sidelong glances from Royal Navy observers.

The dash and skill of the Phantom aircraft, ably supported by the Royal Air Force, has been reported as rocketing F.A.A. morale, though many will declare that what has never been down can't go up!

The Fleet Air Arm's peak of strength and spirit is an inspiration to all.



"No, sir. They're getting into training for the next NATO ship visit!"

To Switzerland — by warship

The H.M.S. Ganges Training Squadron, comprising the inshore minesweepers Flintham and Dittisham, returned to Shotley after a highly-successful three weeks at Basle in Switzerland — believed to be the first visit by seagoing warships to this inland resort.

The British warships received overwhelming hospitality at all

By Lawrence Phillips

the ports of call on the Rhine, where the White Ensign had not been seen since the post-war British Rhine Flotilla.

Officers and men were showered with invitations, and found it almost impossible to cope with the round of receptions, tours, soccer matches, and dinners arranged by the civic authorities.

The squadron sailed from Shotley on March 22, arriving at Rotterdam the following morning.

After taking on a pilot, the ships proceeded by way and of the River Waal to Emmerich.

At Krefeld — former headquarters of the old British Rhine Flotilla — the squadron was greeted with what came to be the almost standard procedure for the whole trip, namely a reception by senior civic and military authorities, Union Flags

ashore, and exchanges of gifts.

A ships' soccer team went down 15-1 against the local Base.

Thence to Neuwied, where the ships received wonderful hospitality, through the Rhine Gorge, and past the famous Loreley Rock.

After a brief stop at Rudesheim, the squadron was greeted warmly at Wiesbaden-Schierstein.

At Karlsruhe, where the squadron stayed through the night of March 27, the officers and men were received at the Town Hall.

Buses were laid on to take sailors round the countryside, the officers being entertained to supper at the Kaiserhof Hotel.

The route to Strasbourg was rather difficult from the navigation point of view, but, once there, hospitality once again enlivened the trip.

Between Strasbourg and Basle the ships had to negotiate several locks, which presented the juniors with some excellent experience in ship handling.

The arrival at Basle at 1300 on March 31 will never be forgotten by the squadron's officers and men.

Thronging the quayside, which is right in the heart of the city,

were thousands of cheering Swiss, with television cameras and radio commentators everywhere.

"Four days of unadulterated pleasure," was the summing up of the Dittisham's commanding officer, Lieut.-Cdr. Tony Hepworth.

A highlight of the entertainment programme was the ascent by the whole party of Mount Pilatus, 7,000 feet, by cable car — perhaps the highest point in Europe ever "invaded" by a uniformed R.N. party.

Tours of the superb countryside, visits to breweries, engineering works, etc. — the time passed in a whirl of activity.

The local British community entertained the sailors warmly, and at a newly-opened pub called The Lord Nelson, the Navy couldn't put a foot wrong.

Basle stands at 852 feet above sea level, and this was the first R.N. visit since the old Rhine Squadron went there 15 years ago.

The two commanding officers, Lieut.-Cdr. Hepworth and Lieut.-Cdr. J. H. D. E. Ogilvy, called on the British Naval Attaché at Berne, Colonel J. I. G. Capadose, and were presented to the British Ambassador.

An estimated 10,000 Swiss people visited the Flintham and Dittisham during their short stay, and hundreds of Easter eggs were presented to the young British sailors.

So many people were aboard, with so many Easter eggs, that the ships' draughts were permanently 18 inches lower than normal.

H.M. ships Flintham and Dittisham at Basle.

Lucky 16th birthday for Junior Seaman Stewart, who was presented with a gold fountain pen when he visited the Grands Galeries department store in Strasbourg. The store had just opened a British furniture section. The kiss with the pen is from Mme Enderie, a director of the store.

Far north expedition for three Navy men

A joint-Services expedition of ten men from the three fighting Services, and two civilian scientists, are spending 18 weeks in one of the world's least-known regions.

The party left R.A.F. Lyneham on April 28 for Peary Land on the tip of Greenland, above the polar ice pack and the most northerly territory of the globe.

The expedition aims to fill some of the gaps in scientific knowledge of this remote area, and one task will be to fix the true position of Cape Morris Jessup.

ON FOOT

Regions only 400 miles from the North Pole will be explored. In early May the team made a 250-mile journey by sledge, and afterwards started to travel, on foot, up to 1,000 miles.

With the team led by Major John Peacock, R.E.M.E., are three members of the Royal Navy — CPO Ian Cox, Lieut. Anthony Dalton and Lieut. Hugh May.

The servicemen are giving up a month's pay to help towards the £9,000 needed for the expedition.

SHIPS VISIT BELGIUM

Commander-in-Chief, Western Fleet, Admiral Sir John Bush, flew his flag in the guided missile destroyer H.M.S. Kent when he paid a short official visit to Belgium at the end of April.

The Kent was berthed at Antwerp from April 29-May 3, while the accompanying frigate, H.M.S. Duncan, proceeded by canal to Brussels.

After calling on the Burgomaster of Antwerp, Admiral Bush was received in audience by the King of the Belgians at the Royal Palace, Brussels. Later Admiral Bush called on the Minister of Defence.

RECEPTION

There was a reception on board the Kent in honour of the Prince of Liege and Princess Paola, and next day Admiral Bush gave an official luncheon on board.

In his NATO capacity, Admiral Bush is Allied Commander-in-Chief Channel, one of the three major NATO commanders. The command includes the Channel and southern North Sea areas, and Belgian naval officers play a prominent part in the work of the command.



ROYAL OCCASIONS

Queen reviews the NATO fleet

The sunlit spectacle of the new liner Queen Elizabeth 2 heading through a NATO armada of more than 60 warships was something to thrill even those with longest memories of past great fleet reviews at Spithead.

While the 20th anniversary review of NATO naval forces on Friday, May 16, may not have been the biggest Spithead gathering of all time, it saw the meeting of two Queens — Her Majesty reviewing the fleet from the Royal Yacht Britannia and her namesake liner passing near on a scheduled voyage to New York.

It was a moving moment as the huge liner's ensign dipped in salute, to the accompaniment of deep blasts on her siren. There was an exchange of greetings between the two Queens.

Accompanied by the Duke of Edinburgh and Princess Anne, the Queen reviewed 61 ships manned by 14,000 men from 12 nations. Ships were dressed overall and members of their companies lined the decks as the

Royal Yacht passed down the lanes of ships.

Sleek grey warships rode at anchor in the fresh breeze alongside vessels not, perhaps, so beautiful, but built for a purpose, and all symbolizing the strength and determination of the NATO alliance.

Fifteen ships of the Royal Navy took part.

As Britannia neared the review area the assembled ships roared out a 21-gun salute.

The Queen later sent a message saying she had been greatly impressed by all she had seen of officers, men and ships. "I and my husband have much enjoyed this unique occasion and send congratulations to all who have taken part."

On two evenings during review week the warships were illuminated.



QUEEN MOTHER'S TOUR

Queen Elizabeth the Queen Mother (left) chats with the Admiral Superintendent Portsmouth (Rear-Admiral A. M. Power) when she arrived at Portsmouth on May 5 to embark in the Royal Yacht Britannia to carry out engagements in the West Country.

Her itinerary included visits to Newton Abbot racecourse to inaugurate new buildings, an agricultural college near Exeter, a Young Men's Christian Association youth centre at Torbay, the Britannia Royal Naval College, Dartmouth, and the Scilly Isles.

Princess in Cochrane

Princess Alexandra visited the Royal Navy's newest shore establishment — H.M.S. Cochrane at Rosyth — on May 9, and is pictured below talking to Lieut. J. H. F. Croft.

Also in the group are the Flag Officer Scotland and Northern Ireland (Vice-Admiral I. L. M. McGeoch) and the commanding officer of the establishment, Capt. B. M. Tobey.

A parade of the ship's company preceded a march past, with the Princess taking the salute.



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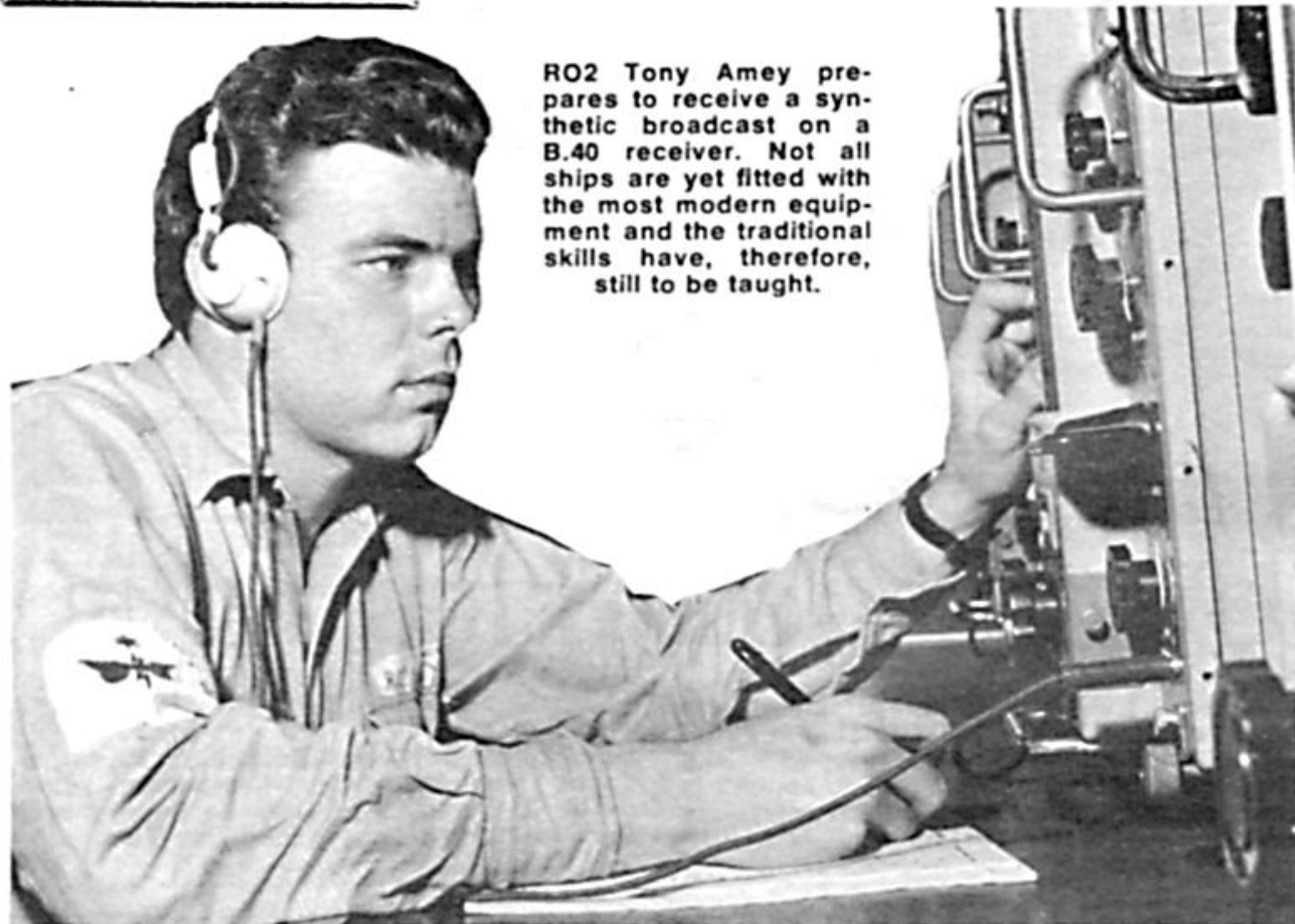
PFR26/4A



Arise, new Mercury

H.M.S. Mercury, the Royal Navy's Signal School in the Hampshire countryside north of Portsmouth, is to be transformed in the next few years by a major redevelopment scheme.

RO2 Tony Amey prepares to receive a synthetic broadcast on a B.40 receiver. Not all ships are yet fitted with the most modern equipment and the traditional skills have, therefore, still to be taught.



LRO Norman Dabell seated at the control and monitoring desk of the Integrated Communication System fitted in H.M.S. Mercury. This is a high frequency single side band system giving world-wide coverage using voice or radio teletype. It is the most modern communication equipment fitted in any Navy in the world.



Large numbers of sub-standard nissen and Ministry of Works type huts, which spawned around the mansion, Leydene House, in the war and post-war years to cope with the sudden influx of trainees, are to be replaced by modern buildings.

Between July this year and 1980, the construction schedule includes new accommodation blocks for the W.R.N.S. junior rates and petty officers, a new administration block, a third instructional block and a new stores block.

At the same time, considerable improvements are planned for existing accommodation.

The Signal School, at present commanded by Capt. Sir Peter Anson, Bt., was originally situated in the Royal Naval Barracks, Portsmouth. In 1942, owing to bomb damage, the school moved to Leydene.

Since then, steps have been taken to improve training facilities and accommodation.

Two large new training blocks, named Eagle and Dreadnought, were built. Mountbatten block, commemorating Admiral of the Fleet

Earl Mountbatten of Burma's longstanding and professional interest in naval communications, now houses the main dining hall, the C.P.O.s' and P.O.s' messes, and the Mercury Club, where junior rates can relax in off-duty atmosphere.



HOW IT ALL BEGAN



The start of wireless telegraphy. This is a model of the Jackson Transmitter (designed in 1896 by Captain H. B. Jackson) used to transmit messages in Morse code at a speed of 10 w.p.m. over distances of about 3 miles.



THEIR OWN MINI-BUS

H.M.S. Mercury's remote situation poses problems when it comes to a "run ashore."

Special bus routines have been worked out with a local company, and these go some way to meeting the difficulty for those who do not possess cars.

The acquisition, in 1968, of a mini-bus from the Nuffield Trust has been of considerable benefit to the new entry division's recreational activities.

For those who stay on board, there is a wide range of amenities, including cinema shows (films changing every two days), television rooms, shooting (indoor .22 and outdoor pistol ranges), and the normal sporting activities. An open-air swimming pool is available during the summer term.

The Mercury Club, open to all junior rates over the age of 18, has bars, billiards tables, table tennis, and weekly dances every Thursday evening.



The Communications Branch is in the forefront of technological innovation in the Royal Navy, and H.M.S. Mercury embodies the branch spirit, both professionally and socially.

'HOME BASE' FOR COMMUNICATORS

H.M.S. Mercury is responsible for all communication training in the Royal Navy. Besides communications officers and ratings, many members of other branches receive training in the Signal School. In 1968, for instance, 1,895 officers and 3,482 ratings went to the Mercury for training periods of varying lengths.

At present, new entry communications ratings receive Part II training lasting 29 weeks before going to sea for the first time.

They return to H.M.S. Mercury at various stages in their careers TO CONSOLIDATE THEIR PROFESSIONAL KNOWLEDGE OR TO QUALIFY FOR ADVANCEMENT.

Apart from Navy and Wren communicators, many Commonwealth, NATO, and foreign personnel go to Mercury. In the past year, members of the navies of the following countries have been there for training: Australia, Belgium, Denmark, Greece, France, Holland, India, Italy, Kenya, Iran, Libya, Malaysia, New Zealand,

Nigeria, Norway, Pakistan, South Africa, United States, and West Germany.

Recent emphasis on the North Atlantic Treaty Organiza-

tion in British defence thinking and the requirement for first-class communications in any alliance, render this aspect of training vitally important.



DOWN AT THE CLUB



The Spanish Bar in the Mercury Club. Mr. Elliott, the NAAFI manager serves drinks to LRO Brian McCoy, Wren Sonia Howard, and L/Wren Maggie Evans.

In H.M.S. Mercury's downland setting, this aerial view shows the crescent of junior ratings' accommodation blocks, and (centre) the Mountbatten and instructional blocks. Above is the cluster of old huts due for demolition.

Leydene House, built by Lady Peel 1921-4, the last stately home to be built in England, is the centre piece of the establishment, and houses the wardroom.

Training of Wren radio operators

Wren radio operators have been training at H.M.S. Mercury since 1942, and in recent times approximately 203 have passed through annually, learning the basic skills of morse, teleprinting, typing, voice procedures, or qualifying for advancement.

Sixty Wrens of other categories are permanently resident in the Mercury, helping with the administrative and training tasks of the establishment.

The ship's company are accommodated in a hotch-potch of buildings in Leydene, while Wrens under training live at Soberton Towers, a Victorian mansion six miles distant.

The building of a new Wrens' block is scheduled to begin this month, and by 1971 the Wrens should be comfortably rehoused under one roof at Leydene.

Getting to the shops or "the bright lights" of Portsmouth is not an easy undertaking, but the Wrens make good use of the Mercury Club and the sporting and exped. facilities available in the establishment.



Shooting is very popular. The indoor .22 range and the outdoor pistol and SMG range are well patronized, and high standards are achieved.

Wrens in their recreation room at Soberton Towers, the trainee W.R.N.S. quarters situated some six miles from the establishment.



A mini-bus, presented by the Nuffield Trust to the New Entry Division H.M.S. Mercury, is used extensively for exped, camping and other recreational activities. It has helped enormously with the difficult and sometimes expensive transport arrangements which are essential if this sort of activity is to be enjoyable.



FIRST SEA LORD'S AIR RACE TRIBUTE

"The arrival of the last Royal Navy entry in the Daily Mail air race is the moment to say how much the whole Navy has admired and appreciated the efforts of the Phantom and Victor tanker team.

"The magnificent men in their flying machines, Phantoms, Victors and helicopters, have done magnificently, but they, and we, know how much is

owed to the ground back-up provided by both Services.

"And a special word for the Nubian bouncing helpfully around at 19 West. A big hello, too, to the individual entries, Royal Navy and Royal Marines and their supporters. Well done all, and congratulations and thanks to the Royal Air Force."

'Get me to the Tower on time'

It was not by chance nor by luck that the Royal Navy won the prize for the fastest overall time in the Daily Mail Air Race. It resulted from the steady development of naval aviation, reaching its peak in the Phantom. Fifty-five years of training, perfecting and breeding produced the winning entries.

The reason for the race was to celebrate the 50th anniversary of the first non-stop flight across the Atlantic by Alcock and Brown in 1919, by promoting and organizing a race between the cities of London and New York.

In June 1968, officers at the Royal Naval Air Station, Yeovilton, began to study the possibility of entering a Phantom aircraft of 892 Squadron, Fleet Air Arm, the aim being to shoot for

the shortest overall time between the two points.

All would depend on in-flight refuelling, a manoeuvre requiring a high degree of skill and airmanship in mid-Atlantic.

It was eventually calculated that by crossing the major part of the ocean at a high subsonic speed and retaining a constant flight level, only three in-flight refuellings would be required.

The decision to enter proved to be fully justified, evoking the most glowing compliments for vision and spirit of adventure.

It was most noticeable that many of the personalities involved had a "soft spot" for the Royal Navy, and there were few who did not say "Good luck, make sure you win."

THE RECORDS

May 4. — Lieut. Paul Water-

house (pilot, Lieut.-Cdr. Doug. Borrowman), 5hr. 30min. 24sec.

May 7. — Hugh Drake (pilot, Lieut. Allan Hickling), 5hr. 19min. 16sec.

May 11. — Lieut.-Cdr. Peter Goddard (pilot, Lieut.-Cdr. Brian Davies), 5hr. 11min. 22sec.

Two other naval entrants were LS Stewart Dow, of Southampton, and L Mech'n Howard Evans, of Street (Somerset), whose names were picked out of a hat when H.M.S. Nubian was asked to provide two competitors.

These two were competing for the Aer Lingus prize for a flight via Shannon Airport.

The winners in this section completed the trip from London to New York in 8hr. 4min. 18.63sec. by the scheduled

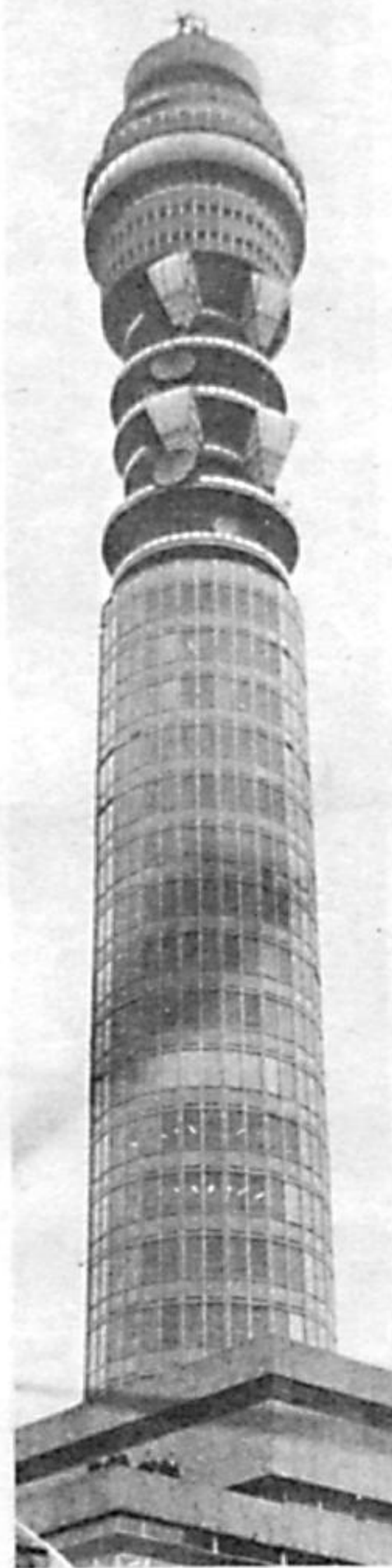
flight, and 8hr. 4min. 21.19sec. for the unsponsored personal flight.

The sailors put up very praiseworthy times. L. Mech'n Evans took less than two minutes more than the winners, his overall time being 8hr. 6min. LS Dow took 8hr. 17min.

PROLOGUE

What are the by-products of the race?

Goodwill — yes. Better understanding of other people's problems — yes. Experience gained in an unusual but entirely practical training exercise — yes. Publicity — yes, but the greatest of all — morale in the Royal Navy and in particular the Fleet Air Arm has been raised to a level perhaps unequalled since Taranto.



The G.P.O. Tower in London, scene of frantic activity during the race.

Left: Line-up of the Phantom team.

Fly Navy stickers popular

Although the main focus of the R.N. entry in the Air Race was naturally centred on the Phantoms, there were other no less important links in the transport chain designed to get the competitor to the G.P.O. Tower in record time.

With months of planning and rehearsals behind them, the R.N. helicopter detachment arrived at the British Aircraft Corporation airfield, Wisley (Surrey), on May 2.

The detachment consisted of two Wessex HU Mk 5 helicopters from 707 Squadron at Culdrose, and one from Lee-on-Solent, all suitably modded with larger than usual white NAVY lettering on the side.

In charge of the detachment was Lieut.-Cdr. Peter Daniels, AEO from FONAC's staff at Lee-on-Solent, and officer i/c flying was Lieut. John Dines from the VIP helicopter flight at Lee.

SUPPORTING TEAM

There were also two 707 Squadron pilots and a full supporting team of five aircrewmen, 15 maintenance men, and one driver drawn from Culdrose and Lee-on-Solent.

Two days later the Phantom servicing crew of AAI K. Abnett plus four arrived from Yeovilton, and the detachment was complete.

Right from the word go, relations between the Navy and the British Aircraft Corporation were excellent, and the R.N. visitors were all very impressed by the courtesy and co-operation extended by the Corporation from Vice-Chairman Sir Geoffrey Tuttle, downwards.

These relations continued throughout the period of the race, and gave the detachment a strain-free atmosphere in which to press on with the job in hand.

ON THE MAP

The Air Race performance put the Navy right on the map, and FLY NAVY stickers were at a premium, everybody wanted them and they appeared in shops, garages, and pubs all over the place, as well as on nearly every wheeled vehicle at Wisley.

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We watch the Russians — and they watch us: Here, H.M.S. Eagle, launching a Seacat missile during work-up in the Moray Firth, is shadowed by the Soviet intelligence ship Repiter (in the distance).

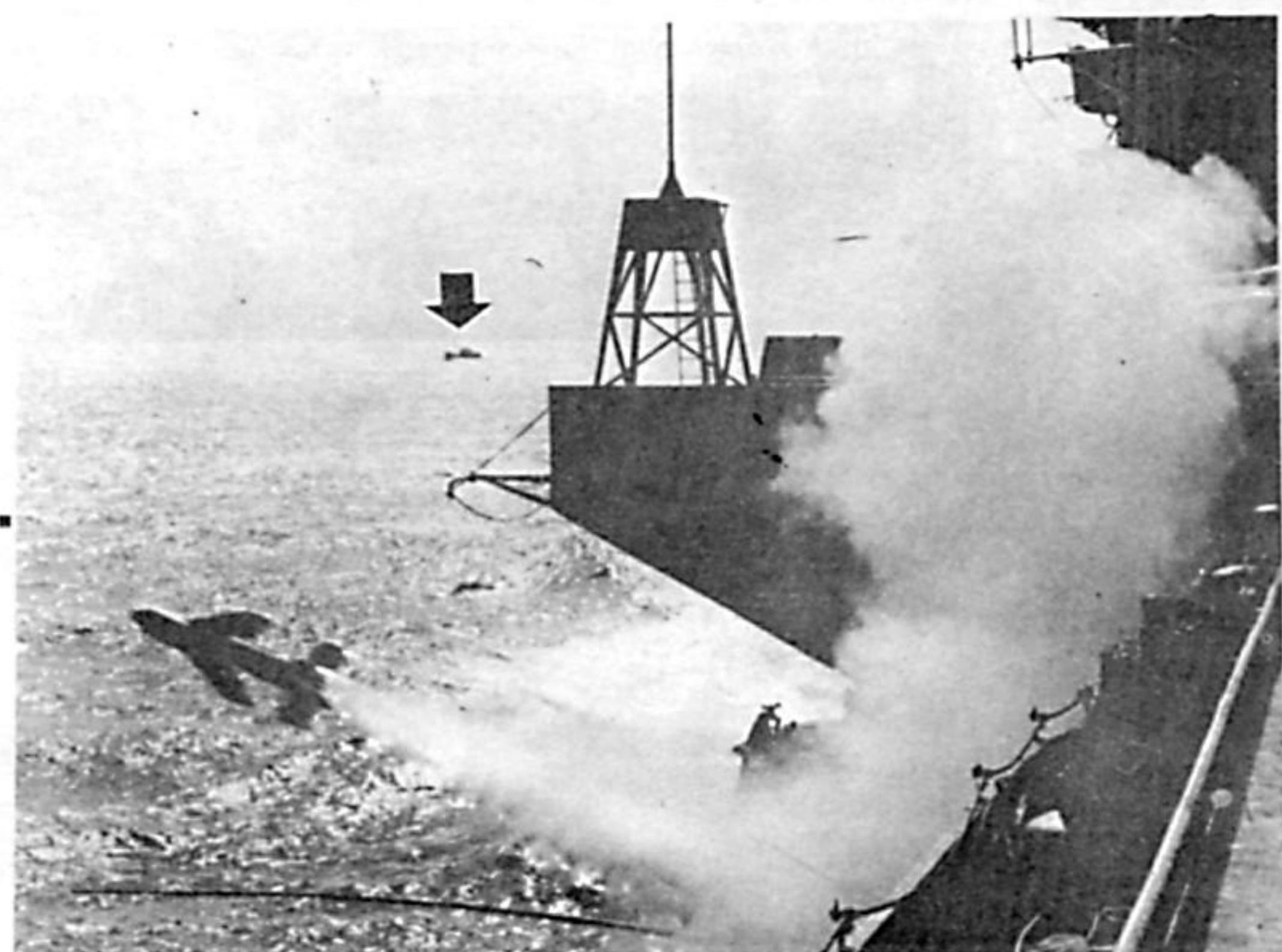
Meanwhile, the Royal Navy keeps a ceaseless watch on the activities of Russian warships round the British coast and in the Mediterranean — where H.M.S. Bulwark recently took close-range pictures of a Soviet missile destroyer, her decks bristling with torpedo tubes, radar and guided missile control equipment.

Order for new nuclear sub.

The order for an eighth Royal Navy nuclear fleet submarine has been placed with Vickers, Barrow-in-Furness.

The vessel will be the second of the new class of high performance submarines, the first of which was ordered in November, 1967, again from Vickers, at an estimated cost of £25 million to £30 million.

SHIPS AND THEIR 'SHADOWS'



PORTRAITS OF 14 'SUB.' V.C.s ON SHOW

An exhibition was held in H.M.S. Dolphin, the home of the Submarine Service, to display portraits of the 14 officers and men of the service who have been awarded the Victoria Cross.

The portraits, drawn by Miss Jocelyn Galsworthy, were commissioned by the trustees of the Submarine Museum, where they are being hung.

In the picture are three of the surviving VCs and Miss Galsworthy. The VCs are, left to right, Rear-Admiral Sir Anthony Miers, Cdr. N. D. Holbrook and Mr. T. W. Gould.

Of the 14 VCs, seven are still living and these and the relatives of the remainder were invited to view the portraits at the exhibition.

Apart from those in the picture, the list of submarine VCs (and the rank in which they won their decoration) is: Lieut.-Cdr. E. C. Boyle,



Lieut.-Cdr. M. E. Dunbar-Nasmith, Lieut.-Cdr. G. S. White, Lieut. R. D. Sandford,

Lieut.-Cdr. M. D. Wanklyn, Lieut. P. S. W. Roberts, Cdr. J. W. Linton, Lieut. D.

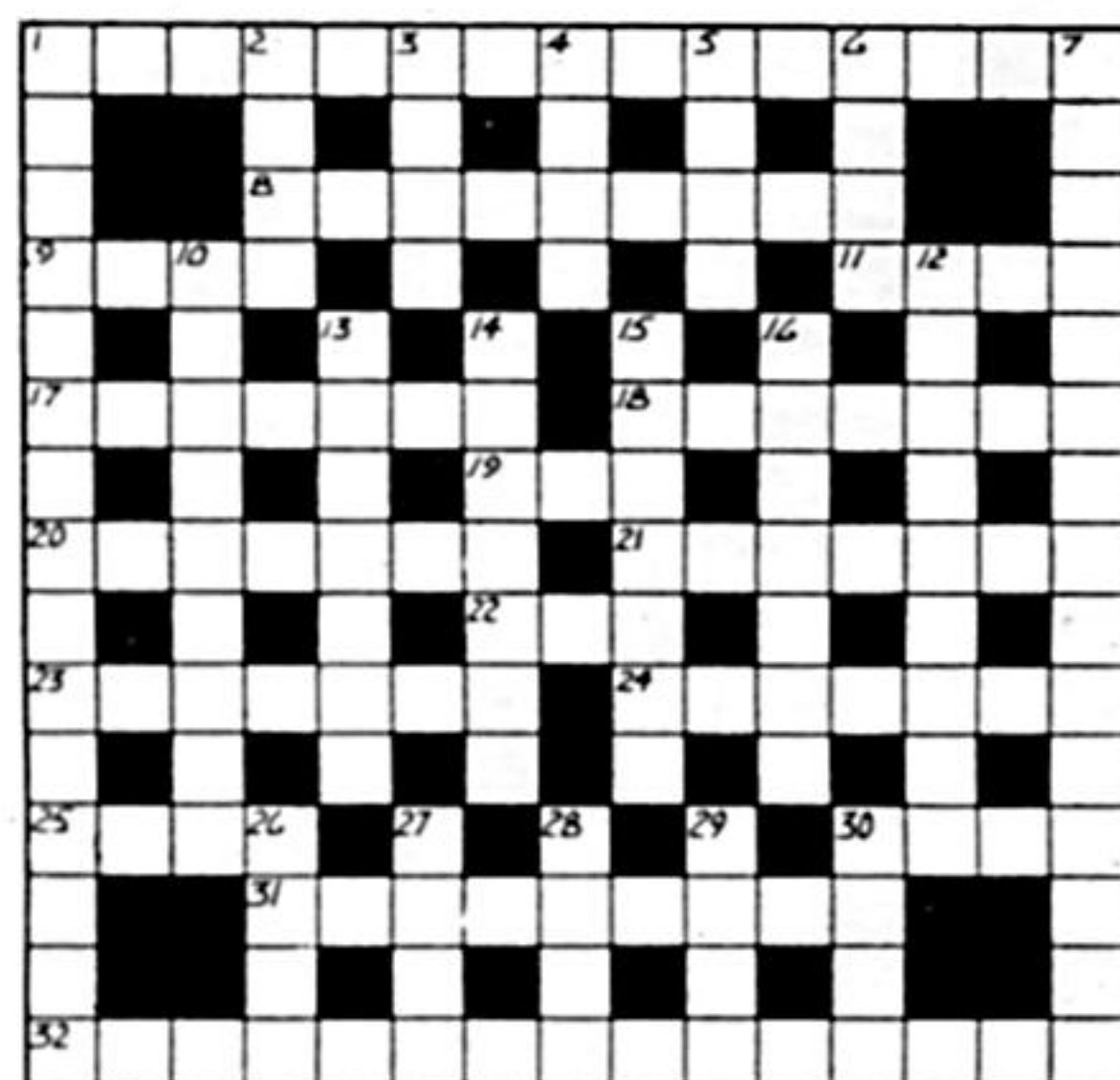
Cameron, Lieut. B. C. G. Place, Lieut. I. E. Fraser and LS J. J. Magennis.



Shavington ceremony: LS Jones hands over Chokka to PO Stead of H.M.S. Rooke

Crossword 4

Below is the fourth of the new series of Navy News crosswords. Entries close on June 26 and should be addressed to Crossword No. 4, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.



Name
Address

ACROSS

1. Stepping aside doesn't come naturally to this type of man (15).
8. See church (9).
9. Eat to make a picture (4).
11. Red for a general (4).
17. Tell all (7).
18. Cloak for people who want to live loosely? (7).
19. Tree in the grate (3).
20. Transport that's always behind (7).
21. Puts on a convincing act (7).
22. Printers' river (3).
23. How Cromwell left the country? (7)
24. Lazy man's property (7).
25. One sixth of a motorway? (4).
30. Describes one free state (4).
31. Show a contrite heart? (9).
32. Like the very devil (15).

DOWN

1. Believe this, and you'll believe in fairies! (15).
2. It's rounded, and often over your head (4).
3. Old invader (4).
4. Meet in the way back (4).
5. They sweep you along (4).
6. Flowers that do this never look at their best (4).
7. There's no pleasing anyone with this (15).
10. Flower for the motoring public? (9).
12. It's about one pole, but not a rod or perch (9).
13. Barrage member (7).
14. Not necessarily the most mean (7).
15. This could knock you speechless (7).
16. It may have the makings of a kind of saint (7).
26. It exists separately (4).
27. They're perfect, and spinning (4).
28. Royal game (4).
29. Most diverting, and could get lots of laughs (4).
30. Act to make fifty per cent. of a deal (4).

SOLUTION TO CROSSWORD 3

Across: 1. Instead; 5. Trouble; 9. Clasp; 10. Succulent; 11. Assistant; 12. Inter; 13. Reinstate; 16. Twins; 17. Tyres; 19. Exchanges; 22. Regal; 23. Combatant; 25. Valentine; 26. Omega; 27. Shrieks; 28. Skylark.

The winner of the Crossword No. 3 competition was Sidney Bark, of Welling, Kent. As no correct solution was received to the previous month's competition, he receives £20 in National Savings gift tokens. No. 3 competition attracted a "bumper" entry, with competitors from Singapore, Malta and Gibraltar as well as the U.K.

Down: 1. In chair; 2. Stays; 3. Exposes; 4. Disparage; 5. Tacit; 6. Oculist; 7. Breathing; 8. Extorts; 14. Irregular; 15. Encumbers; 17. Thrives; 18. Silence; 20. Anatomy; 21. Set back; 23. Clips; 24. Arena.

Gib.-berth Chokka—the lucky dog

When the 7th M.C.M. Squadron sailed from Malta to pay off and go into reserve at Gibraltar, biggest problem facing the ship's company of H.M.S. Shavington was what would happen to the longest serving member of the ship.

LS Chokka, an Alsatian dog, had served on board for nine years, and his friendly shipmates had collected a gratuity of £40 to assure him a comfortable future.

The situation became critical when it was discovered that in H.M.S. Rooke dogs in general were not allowed.

But, full of confidence that no-one was more capable of presenting his own case than LS Chokka, a deputation consisting of the first lieutenant, the coxswain and Chokka's keeper LS Jones, set out for H.M.S. Rooke with a request for a change of ships.

LOOKING GOOD

Chokka was looking his best in his No. 1 suit, with his hook and two good conduct badges on one shoulder and a naval patrol armband on the other.

This unusual request was given unusual treatment and a surprised captain of H.M.S. Rooke was quickly convinced of LS Chokka's respectability and sobriety.

The offer of £40 was politely declined, but the ship's company of H.M.S. Shavington later insisted that Chokka should have £20 just in case of a rainy day.

So, daily for three weeks, the ship's company made their way to and from H.M.S. Rooke and their ship, led by one happy large Alsatian dog.

He became something of a celebrity in Gibraltar and was "interviewed" on radio and mentioned in the papers.

On April 25 the Shavington was accepted into reserve and, to the cheers of his shipmates, LS Chokka marched down the gangway with LS Jones for the last time, now officially on draft to the Rooke. In his chops he firmly clutched his draft note.

On the jetty Chokka was greeted by PO Stead, his new keeper in H.M.S. Rooke. There he becomes the ship's mascot, and he intends to train with the water polo team and attend major sporting occasions.

LS Chokka has asked Navy News to send his regards to all old shipmates and to his many friends in Malta. He wishes to remind them that his Christmas cards this year should be sent c/o BFPO 163.

Visit to 'hottest spot' for Naiad

Men aboard H.M.S. Naiad and their families are "on the count down," as the frigate has now less than three months to wait for homecoming.

The last three months have been the busiest since leaving the United Kingdom. In February the ship was at Bahrain where a problem connected with the guns was sorted out.

Five ratings, ABs Blackburn, Longley and Austwick, OS Inness and SA Dillon, spent a week of the time with the 13th Battery of the Royal Artillery in Muscat and Oman, and a party of 20 visited an oil refinery on Bahrain itself.

Two weeks were then spent around the Gulf exercising with ships and aircraft, but 30 men were able to have an evening's banyan on a "desert island."

DESERT HIKE

A visit to Kuwait followed, the local Hubara Club being open to the ship's company for swimming, table tennis, darts, etc.

The Naiad did not bring away any sporting trophies, but Anglo-Kuwaiti relations were furthered and this, after all, was the object of the exercise.

While at Kuwait, LOEM Vickers, AB Hayes, LS Leneve-Roff, ME Casselle and AB Anslow spent a week with the Cheshire Regiment during an exercise involving a 60-mile desert hike chasing the "enemy" in the form of the Grenadier Guards.

Helicopters, scout and armoured cars were all used. Although physically very tired, the five ratings thoroughly enjoyed the experience.

A week of dhow searching, patrolling the entrance to the Gulf, passed fairly quickly, thanks to the fine weather.

On the way back to Bahrain

the Naiad called at Kor Ash Sham, supposed to be the hottest place in the world. The rock formations were quite fantastic, and many feet of film were used up trying to capture the rugged beauty of the place.

The inspection went off very satisfactorily, but hardly had the ship left Bahrain for the sea inspection when one of the main bearings in a gearbox went.

When in harbour there has been little to do apart from sport, and in this the ship has been very active.

H.M.S. Naiad is to go to Singapore and Hongkong before returning home.

SWEDISH VISIT BY FIVE NAVY SHIPS

A six-day courtesy visit to Stockholm was paid from May 28-June 2 by a British naval squadron with a total complement of about 1,000.

The squadron comprised the destroyers Kent and Defender, the submarines Sea Lion and Acheron and the R.F.A. Olwen.

PO wins medal for efficiency

PO MA M. F. Stretton has been awarded the Sick Berth Petty Officers' Efficiency Medal for 1969.

The Medical Director-General (Navy) states that he was very pleased with the high standard of the entries.

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Recruit (86) is a spellbinder

Into the headquarters of Macclesfield branch walked ex-SPO — now Shipmate — W. H. Henshaw. "How do I join the association?" he asked.

After being asked if he was ex-Royal Navy, he was invited to fill in the application form. He did this, put it down on the bar with his money, then said, "Good-morning, chaps," and walked out.

Reading his application form set off a buzz of talk. And no wonder! Date of joining Royal Navy — 1901. Medals — Africa Medal with Somaliland Bar, 1902; First World War medals. Date of discharge from Navy, 1923.

"So began the Macclesfield branch's connection with the most active 86-year-old we have ever met," says Shipmate G. F. Brown.

ENJOYING IT

Members have sat spellbound listening to stories of the "Mad Mullah" affair, the building of the Panama Canal, and of voyages in the Pacific, long before the First World War.

Shipmate Brown says that Shipmate Henshaw told him, the best thing he had ever done was joining Macclesfield branch, and he was really enjoying being in the company of ex-sailors.

Incidentally, Shipmate Henshaw had his enrolment money refunded and spent it having his medals smartened up for use during the forthcoming branch standard dedication ceremony.

S. Africa visit

Members of East London (South Africa) branch entertained members of the senior ratings' mess of H.M.S. Aurora when the ship visited the port.

During the frigate's six-day stay outings were arranged and several East London shipmates gave parties at their homes.

The senior ratings held a mess dinner ashore to which representative members of the branch were invited, and there was also



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a farewell party on board.

Shipmate Barnes of the East London branch says his branch is always happy to welcome men from H.M. ships which visit the port. His telephone numbers are 24460 (business) and 22682 (home).

The youngest?

St Austell branch's 19th birthday was celebrated on April 26.

The Newton Abbot, Plymouth and Truro branches were well represented, guests being greeted by the St Austell branch president, Shipmate Capt. W. St A. Malleson, V.C.

Refreshments were served by Mrs. P. Minear, the entertainment chairman and her helpers.

Prizes were presented by the youngest member present, Shipmate R. Nelson, of the Newton Abbot branch, who was born on July 11, 1951, and who joined the association on the previous day.

It is thought that Shipmate Nelson is, possibly, the youngest member of the association.

Treasure hunt

Twenty-nine cars and more than 80 members and friends of Newton Abbot branch took part in a treasure hunt.

Mr. O. Bourne was winner and received a silver cup, bottle of wine and cash prize from the branch president, W. G. Langridge.

The branch standard, carried by Roy Dolbear, was present when Sidmouth branch standard was dedicated.

The ladies' section had a coach trip to a glass factory at Torrington, and a visit was made to the cider factory at Whimple.

New president

To make way for a younger shipmate, the president of Wear branch, Shipmate Dr. R. S. Thurbon, who had held the office since 1957, announced his resignation at the annual meeting.

Dr. Thurbon, who took a great interest in the branch and association, presented trophies for sport and gardening.

He was also mainly responsible for getting the Duke of Edinburgh to lay the foundation stone of the branch's new premises.

Shipmate W. G. Wellham, a sailing enthusiast, is the new president.

New 'home' hunt

The mecca of all branches visiting Portsmouth — the club and headquarters of Portsmouth branch in the Victory Sports Stadium, Pitt Street — may be required as part of a new replanning programme.

The Portsmouth officials are alive to the possibility that a

BEAT GROUP ARE 'HIT'



Lined up for action are members of H.M.S. Arethusa's beat group, The 7th Engine.

THEIR PADRE IS MAYOR

Guest of honour at Dartford branch's annual dinner was a member of the branch — the padre, the Rev. Rutland Griffin. He was, however, invited in quite a different capacity, for he is mayor of Dartford.

A well-kept secret was the presentation of two long-playing records to the social secretary, Shipmate Bill Pearson, for his good service to the branch.

A second surprise occurred a few days after the annual dinner when a cheque for £10 was received from the mayoress's charity ball for branch welfare.

move may be necessary, and, at the annual meeting, members were told that efforts were being made to find some other suitable site.

Radio request to play own march

When No. 5 Area (Essex, Suffolk, Norfolk and Cambridge) held its annual dinner-dance in H.M.S. Ganges, applications exceeded space and some had to be disappointed, but 234 enjoyed a first-class evening.

Among the guests were Admiral Sir Walter Couchman, Lady Couchman, Capt. Stern (Area president) and Mrs. Stern, the "father" of the area, Shipmate Harry Revell and Mrs. Revell, Capt. D. W. Napper (Captain of H.M.S. Ganges) and Mrs. Napper, Cdr. J. N. Humphry-Baker (Executive Officer of the establishment) and Mrs. Humphry-Baker, and Lieut.-Cdr. W. D. O'Leary and Mrs. O'Leary.

The Area National councillor, Shipmate B. A. Hemming said that at his request the B.B.C. had played the association's march, "Under the White Ensign" earlier in the day.

Admiral Couchman said the

Charting their way in Peru?

The 7th Engine, beat group of the frigate H.M.S. Arethusa, might be on their way to becoming the Peruvian "pick of the pops."

For while taking part in the recent goodwill cruise to South America they cut a long-playing disc on Lima and signed a recording contract with a subsidiary of the Columbia Broadcasting Service with a view to making more recordings in the U.K.

For this they were paid 400 U.S. dollars in royalties, with a possibility of more to come.

On the South American trip they played non-stop for six hours by popular request at the British Ambassador's reception in Santiago, Chile. In Montevideo, Uruguay, they were hired to play on board the luxury cruise liner Prins Hamlet.

Apart from these highlights, the group have played in Portsmouth pubs, H.M.S. Dryad and ship's company dances in Ports-

mouth, Callao (Peru), Valparaiso and the Falkland Islands.

NAME ERROR

The group was formed in Portsmouth in August, 1968, and is named after the seventh Arethusa. It was mistakenly thought at the time that the present ship — the eighth to have the name — was the seventh, and when the error was discovered it was decided to keep the name.

The group comprises AB Michael Shannon (20), vocalist and guitarist, AB George Stokes (20) and AB Michael Collings (19), guitarists, and AB Terry Carter (21), on drums.

Their comprehensive amplification equipment, guitars and drums cost £750, and the ship's Welfare Fund loaned the deposit required for the amplifiers.

The group are hoping to be able to stay together until they leave the Service, when they are planning to make a name for themselves in show business.

Youngsters see the subs.

A coach load of youngsters — some from Dr. Barnardo's Home, Barkingside, and the rest from the Sea Cadets of Enfield — visited the submarine base at Fort Blockhouse, Gosport.

The trip replaced the annual tea party, the cost being mainly defrayed by boys of the Canadian Sea Cadets and Navy League of Canada, who each year contribute "a dime a head for the Enfield spread," organized by Cdr. J. Jefferies, R.C.N.

Shipmate R. L. Maguire, chairman of Enfield branch, who organized the trip, says "Judging from the questions asked, I think it is safe to assume that the Royal Navy will gain about 20 recruits, and the Submarine Service will swallow 15 of them."

HE'S OFF TO LOSSIEMOUTH



Members of Portland branch, who now meet at the New Star Inn, Fortuneswell, Portland, recently said farewell to their chairman, CPO L. Downey, who has been drafted to Lossiemouth.

In appreciation of his services, Shipmate Downey was presented with a tankard, the presentation (above) being made by the branch president, Capt. A. B. Chibnall.

New branch has St Vincent link

Interest in the Royal Navy was re-kindled among ex-Service men in Stone (Staffs) following a St Vincent parade and dance in the town last September, and a few of them, including Mr. J. Hall, started a branch of the association.

The link between Stone and H.M.S. St Vincent is Admiral Jervis (Earl St Vincent), who was born only a short distance from Stone and is buried in the mausoleum.

Now that H.M.S. St Vincent has closed, the link is being maintained by H.M.S. Collingwood.

None of the ex-Service men of Stone knew anything about the Royal Naval Association, but on hearing of it from Shipmate Norman Stubbs, chairman of No. 8 Area and Lichfield's secretary, they decided to form

Captain tells of more 'home comforts' afloat

Principal guest at the annual dinner of Purley branch was Capt. G. O. Roberts, who said that "without a strong Navy, peace is unattainable for this maritime nation."

Capt. Roberts told his audience that Service conditions and discipline were much easier today, and that there were many more "home comforts" afloat than when they were serving.

Other speakers were Shipmates Hannen, Forgham (secretary), Jarvis and Hannabus (treasurer).

Shipmate Forgham said branch membership had increased slightly, but he would like to see more serving as well as ex-Service men in the branches.

Thetis service

The annual H.M.S. Thetis memorial service will be held at the Thetis Memorial, Holyhead, on June 15. Details are available from Mr. R. Hedgecock, 16, Park Street, Bootle, Liverpool L20 3DG.

RECALLING THE 'SHINY SHEFF'

The "Shiny Sheff" lives on — but instead of "flogging the 'oggin'" the new "Shiny Sheff" will be dispensing noggins under the command of an ex-naval man who joined the Service as a boy of 14 and spent most of his time as a gunnery rating in destroyers and frigates.

The city of Sheffield's latest public house, the "Shiny Sheff," sited on the corner of Crimicar Lane and Redmires Road, was officially opened by Vice-Admiral Sir John Inglis, who commanded the cruiser H.M.S. Sheffield in 1952-53.

There are two bars in the new pub — the Portsmouth and Plymouth bars — and over each are displayed the 12 battle honours awarded to the ship, the only one ever to bear the name Sheffield.

A memento of the ship in the public house is the actual nameplate of the cruiser, and other mementoes are photographs

donated by men who served in the ship in both war and peace.

New standard

The standard of Merseyside branch of the Submarine Old Comrades' Association was dedicated on April 13 in Liverpool's Anglican Cathedral. The cathedral was full, over 2,300 being present.

Submariners from all over Britain attended, together with officers and men from H.M.S. Revenge, the Pipe Band of the 103 Regt., R.A., and many representatives from kindred associations.

After the dedication, refreshments were served to the 800 marchers by the ladies of the branch who, afterwards, helped to provide entertainment.

Presentations were made to Rear-Admiral Sir Anthony Miers, V.C., and Capt. H. T. Duffy, captain of H.M.S. Eagle, the Mersey Division headquarters of the R.N.R.

Admiral Miers is known to most of the Old Submariners as "Gamp," and he received an umbrella inscribed "Forever Gamp." Capt. Duffy was given a clock. Lady Miers and Mrs. Duffy were presented with bouquets.

The new standard was paraded for the first time at the Liverpool Zeebrugge ceremony on April 20.

Died suddenly

Chairman of the Irish Area of the Association for the past ten years and a founder member of the Belfast branch, Shipmate Lieut. (E) J. C. Bartlett, R.N.V.R., died following a heart attack on March 26.

He was also a founder member of the R.N. Old Comrades' Association in 1946-47.

Lieut. Bartlett had been chairman of the branch for the past four years, during which branch and club headquarters were completely rebuilt.

The vice-chairman, Shipmate D. Campbell, an ex-Chief G.I. of the Devonport Division, carries on as chairman until the election of officers next year.

His first duty was to welcome Capt. R. E. de M. Leathes, commanding officer of H.M.S. Nubian, to the headquarters on April 30.

BIG DAY IN BLAKE'S CAREER



H.M.S. Blake, the first of the Tiger class cruisers to complete conversion to the role of command helicopter cruiser, commissioned at Portsmouth on April 23.

The picture top left shows MAA A. Nicholls helping Mrs. R. F. Plugge (wife of the commanding officer) cut the commissioning cake.

Above, a bird's eye view of the scene taken from the signal tower in the dockyard.

Left, SA Allen Urch entertains his mother and sister in the Blake's hangar after the ceremony.

Following commissioning, the Blake left for a "shake down" cruise before returning to Spithead for the NATO review.

A number of Royal Marines to act as ship's detachment for H.M.S. Blake have passed out at Eastney Barracks.

Photograph above by PO(Phot) D. Morris. The other two pictures by L. Phot A. Stevenson.



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Kept dates by wire pulling!

Good work by navy divers after the port screw of H.M.S. Narwhal had been fouled by wire helped the submarine keep her "dates" on the recent goodwill cruise by seven ships of the Western Fleet to South America.

The frigate Arethusa — temporarily flagship — had berthed at Rodman, the U.S. Navy base near Panama City, when information was received about the wire incident, which occurred when a "mule" driver on one of the lock-sides allowed a bight to trail in the water while the Narwhal's screws were turning.

The Narwhal was ordered to berth on Arethusa so that the ship's divers could survey the damage. Civilian divers also stood by with cutting gear.

It was found that not only were there eight turns of tough wire round the shaft and screw, but four strands of wire had worked their way into the "A" bracket between the shaft and bearing.

DIFFICULT

The eight turns were removed comparatively easily by divers, but the turns in the "A" bracket were more difficult.

It looked as if the Narwhal would have to go back through the Panama Canal to drydock at Colon, "scratching" from much of the tour and depriving the sailors of their "jolly."

But after deliberation it was

decided that the ship's and the submarine's divers should "have a go" at removing the wires, and Arethusa's sailing time was postponed overnight.

Divers worked in relay first to remove the eddy plates then the bearing itself. By midnight the bearing came clear and with it the offending wire, and only slight scoring on the bearing was discovered.

SUCCESSFUL

The shaft was inspected by Lieut. P. Branscombe, of the Narwhal, and ERA Davies, of the Arethusa, and this was also only lightly scored.

After a seven-hour break overnight the divers set to and replaced the bearing, using Arethusa's after-screen derrick and chain tackle.

On completion, the Arethusa sailed to catch the squadron, leaving the Narwhal behind for the civilian inquiry into the incident.

The Narwhal sailed later that day and after carrying out successful trials set course for Calao, Peru, eventually arriving only a day behind schedule.

How it all began

Naval guns answered Boers at Ladysmith

The limbering-up of the field gun crews for the Royal Tournament at Earls Court between July 9 and 26, started at the beginning of March, and training at Devonport, Lee-on-Solent, and Portsmouth, is now in full swing.

At the moment the teams are holding their cards close to their chests, but there is no doubt that the competition in London will be as keen as ever, providing the highlight, for most people, of the whole tournament.

Last year the Air Command swept the board, winning the Inter-Command, the Fastest Time and the Aggregate Time trophies.

Although the field gun competition was started in 1907 and is now in its 51st year, its origin really lies in actual events in the Boer War.

BEST SUPPORT

Determined that the Royal Navy should participate and feeling that the best support to the soldiers would be naval guns, Captain Percy Scott landed 4.7 inch and 6 inch guns from the cruisers.

He personally designed carriages for the guns when landed from their mountings.

The Naval Brigade was 750 strong and two 4.7 inch guns, which were rushed into Ladysmith on the last train before

the Boers closed in, did magnificent work.

They answered the big guns of the Boers and contributed to the besieged holding out for 119 days while four attempts to relieve the town were made by General Buller and his 20,000 men, pushing through Natal from Durban.

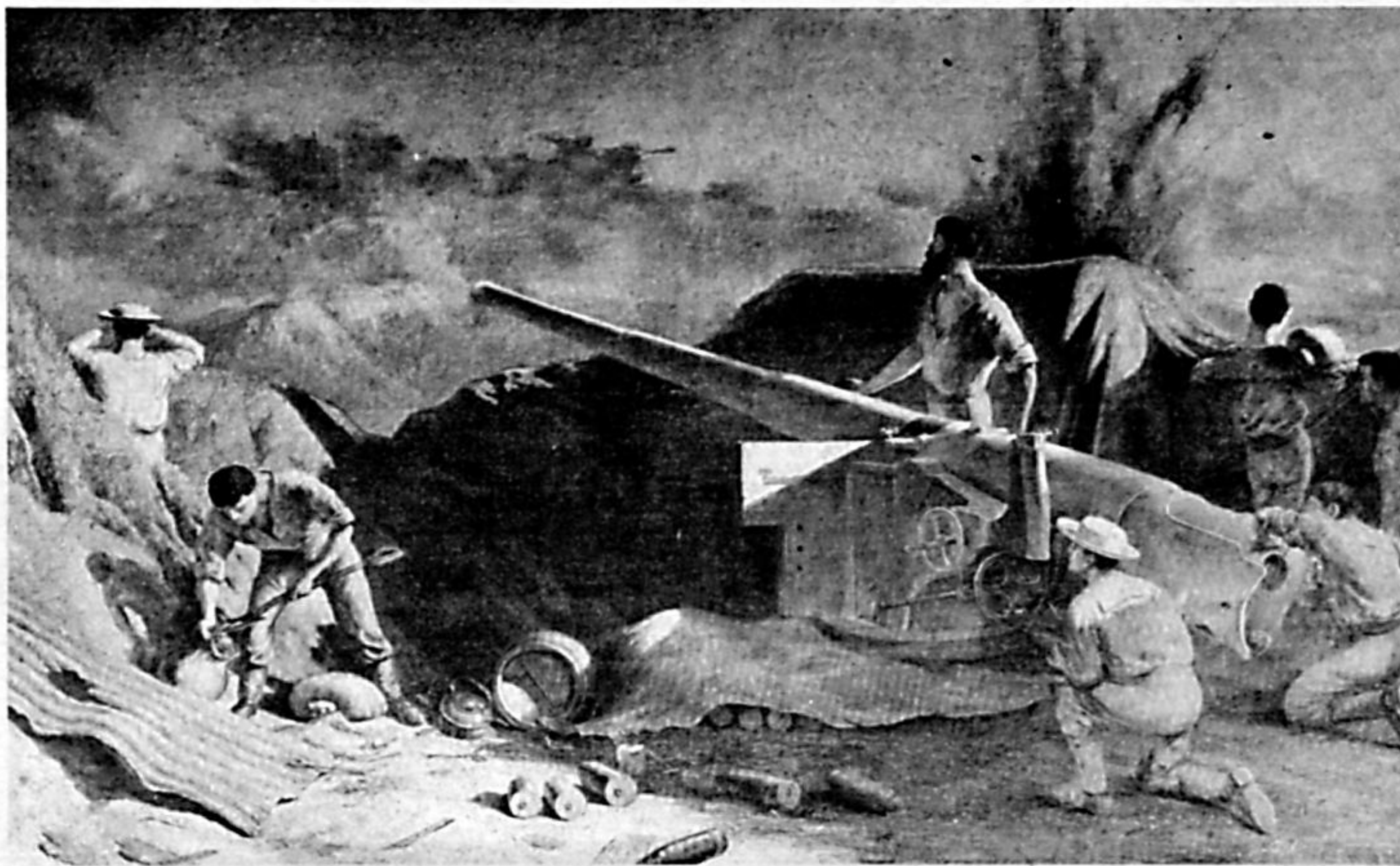
THROUGH LONDON

The relieving force also contained a number of naval guns, and their 12-pounders were thrust over the difficult terrain, symbolized by the walls and chasm at Earls Court today.

After the war seamen from H.M.S. Powerful, the 1895 cruiser, brought a gun into the arena at the Agricultural Hall, Islington, for the 1900 Royal Tournament, and ran it back through London to Waterloo station.

Lieut.-Cdr. T. R. W. Mundy, the Field Gun Battery Commander, H.M.S. Excellent, Portsmouth, would be pleased to hear from any surviving veterans of that far-off war, or from any reader who knows of someone of the Naval Brigade.

This painting of the 4.7 inch gun and crew on Tunnel Hill, at Ladysmith, in 1899, was painted by the leading marine painter of the time, Edward Molyneux. The original hangs in the Fleet Air Arm Field Gun Crew club at Lee-on-Solent.



A few hours after leaving the cinder-covered track at H.M.S. Drake, caked in grime and sweat, "Big Jim" James Barley of the Plymouth Command field gun team, was all spruced up in his number ones.

It was the most important day of his life — an occasion calling for pomp and ceremony — for he was getting married to Miss Stephanie Woodcock, at St Pancras Church, Penaycross, Plymouth.

His team mates saw to it that the pomp and ceremony were appropriate. The bride was given a three-gun salute — a broadside of confetti — and members pulled the bride and groom to the reception on a gun limber.

The honeymoon was necessarily short, for on the Monday the groom was back on the track, the number ones being replaced by a red sports shirt, serge trousers, boots and gaiters.



"Big Jim" met his bride when he took part in the 1966 Royal Tournament.

CONFETTI BROADSIDE

Another tournament 'special'

Training has started at Eastney for the Royal Tournament Inter-Service Vehicle Handling competition.

When this competition was instituted in 1967 the Royal

Navy teams won awards, and the Royal Society for the Prevention of Accidents' trophy for the best aggregate result.

Teams are volunteers from ships and establishments throughout the United Kingdom.

Two of these Wrens — front row left and second from right at the back — in training for the vehicle handling competition, staggered onlookers by lifting the rear offside wheel of the half-ton truck clear of the ground.

The competition is divided into two parts — a mini team from the W.R.N.S., and a Land-Rover and trailer team of men of the Royal Navy and Royal Marines, each team competing against a similar team from one of the other Services.

The minis have to negotiate a number of obstacles, enter and leave close limit garages, change

drivers and then repeat the manoeuvre in reverse.

The Land-Rovers, towing half-ton trailers, have to negotiate various obstacles, and an exploding mine damages a wheel which must be changed without a jack.

On the return run the starter will not operate and the engine has to be started by lifting up the vehicle and rotating the rear wheel.

A bridge has been destroyed and the gap is jumped by the Land-Rover, the trailer being man-handled across by using portable bridging strips.

The trainers at Eastney are Q.M.S. J. Earle and Sgt. A. Parsons, both of the Royal Marines, and POE1 (Air) K. Tee, of the Fleet Air Arm, with Lieut. W. G. Jefferson, R.N., the team officer.

RACE FOR THE BEER

Two Air Command field gun crews recently raced over nearly six miles, pulling a 12-pdr gun and limber weighing approximately one ton. The winning team (time — 49 minutes) was presented with the Admiral Pratt trophy and a barrel of beer.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted. The number of blooms sent varies according to current wholesale prices — more blooms are sent for the same price during July and August, and a lesser number during December — owing to seasonal capacity.

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NAVY NEWS
JUNE 1969

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NAVY GETS BIRD!



The captain of H.M.S. Dainty (Cdr. R. W. Moland) accepts two live chicken from the village headman of Fan Lan in appreciation of the "new look" for the school. The schoolmaster and the first lieutenant look on.

Dainty painting classes 'tops'

While H.M.S. Dainty was in Hongkong waters recently, volunteers visited Fan Lan, a small village on the island of Lantau, to "spring clean" the village school.

Buckets, ladders and paint pots were ferried ashore, and the village children — enjoying a day's holiday from school — were brought back to the Dainty for a guided tour and a film.

The volunteers really "went to town" on the school and its surrounds, painting both inside and out. They also erected a swing and see-saw donated to the village by H.M.S. Tamar.

When the work was completed a banyan was soon under way on the beach. Eventually the boats returned bringing the children and the captain (Cdr. R. W. Moland) and first lieutenant.

Later the Dainty proceeded to Singapore for an assisted maintenance period before the long trip home via a well-frequented area of the East African coast.

Earlier, while at Hongkong, a varied sports programme was arranged for the ship's company.

The hockey team, holders of the small ships' cup, continued their run of unbeaten matches, while the soccer team played in the style that made them small ships champions of the Far East Fleet. They beat H.M.S. Ajax and H.M.S. Cleopatra.

The R.N.Z.N. frigate Blackpool, however, produced a rugby team that a combined R.N. team from all ships present could not hold.

QUIETER AT THE CAPE

When H.M.S. Juno, in company with H.M.S. Hampshire, was about to sail round Cape Horn during the "Show the Flag" cruise of South America the ships battened down for the passage. But the high winds and seas experienced immediately before the cape quietened.

The squadron had an excellent sporting record and produced a soccer team which was beaten only twice in 11 high-class matches.

When the remainder of the squadron set sail for the U.K., the Juno set off for Tristan da Cunha, South Africa and the Beira "Bucket."



H.M.S. Juno pictured in the Magellan Straits.

(Photo: Angus McNea)

Comedy cocks a snook at 'squares'

One of the liveliest "with it" comedies of recent years, "Here We Go Round the Mulberry Bush," is included in the latest releases to the Fleet by the Royal Naval Film Corporation.

Saucily "cocking a snook" at elderly "squares," the picture bubbles along with a youthful zest.

Hayley Mills, Honor Blackman, Elke Sommer, and Raquel Welch are names enough to rouse more than a spark of interest in the other films in the batch.

Full list

The full list is as follows:

Here We Go Round the Mulberry Bush — Judy Geeson and Angela Scoular. A farcical sex comedy, this film bursts with adolescent energy and makes for bright entertainment with a "swinging" presentation. (United Artists.)

No. 736

The Devil's Brigade — William Holden, Cliff Robertson and Dana Andrews. An accomplished war film, it builds up to a thrilling climax and has plenty of humour as well as tough action. (United Artists)

No. 737

Lady In Cement — Frank Sinatra and Raquel Welch. This is a crime story involving both police and "private eye" investigations and has plenty of swift action and crisp dialogue. (20th Century-Fox)

No. 738

The Wrecking Crew — Dean Martin, Elke Sommer and Sharon Tate. A Matt Helm special agent story, this film has action, humour and a bevy of beauties. Pleasant escapist entertainment. (Columbia)

No. 739

Twisted Nerve — Hayley Mills, Hywel Bennett and Billie Whitelaw. An arresting thriller, it has suspense and horror in almost equal parts and is also spiced with humour. (British Lion)

No. 740

A Twist of Sand — Richard Johnson, Honor Blackman and Jeremy Kemp. This film has plenty of exciting incidents and action and is a story of buried treasure. (United Artists)

No. 741

Hellfighters — John Wayne, Katherine Ross and Jim Hutton. This is an oil well drama and includes some spectacular fire sequences and plenty of adventure. (Universal Pictures)

No. 742

Blonde Elke Sommer is just one of a bevy of beauties who feature in the Matt Helm adventure "The Wrecking Crew," which has fun, suspense and surprise.



'ARTHUR' COURSE RECORD BROKEN

To rousing cries of encouragement and shouts of "Go, go, go," a determined assault was made in early May on the record time for the obstacle course at the R.N. Petty Officers' Leadership School at H.M.S. Royal Arthur, Corsham.

The many thousands of petty officers who have undertaken the leadership course there will vividly recall the obstacle event as one of the principal — and most strenuous — outdoor activities of their six-week stay.

On the day of the record attempt an unpleasant drizzle coincided with the start of the

race, but this did not prevent six very fit POs going all out to break the "all comers" record.

The previous fastest time from any course was 6min. 39sec., recorded in March, 1968, by course 1049. The previous fastest-ever time was 6min. 18.6sec., recorded by the staff in November, 1967, and it was this

absolute record which the POs of course 1097 challenged.

They had achieved considerable success in practice and on the day completed the course in 5min. 41sec. On the way round they incurred a 10 seconds penalty for touching the water at one of the obstacles, but this still gave them the record time of 5min. 51sec.

STAMINA

The event involves hauling a huge log round the course, carrying it over wooden obstacles, transporting it on wires over water, heaving it over a high tree branch, clambering over a wall and taking the log through a narrow tunnel.

A good run calls for skilful use of rope and a co-ordinated team effort by men of considerable stamina and spirit.

Leader of the team who made the successful challenge was POAF P. J. Rowe, of H.M.S. Goldcrest. Other team members were: POCA P. H. Lee (H.M.S. Euryalus), ERA A. E. Greenough (H.M.S. Cochrane), AA/AE J. Hogan (H.M.S. Fulmar), POME B. C. McPhee (H.M.S. Phoenix, ex H.M.S. Eagle) and ERA W. J. Tiley (H.M.S. Ark Royal).

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EXETER EPIC 'TYPICAL OF THE NAVY SPIRIT'

To the majority of Japanese fighting men nothing could be more dishonourable than to surrender.

The "loss of face" which followed capture accounts in great measure for the brutality meted out to men of the allied forces who were taken prisoner.

"No Surrender," by William E. Johns and Robin A. Kelly (George G. Harrap — 30s.) tells the story of Mr. Johns who, as a chief ordnance artificer, was captured when H.M.S. Exeter was sunk in the Java Sea in March 1, 1942.

The story tells of the last peace-time commission of the Exeter and of the heroic fight at the Battle of the River Plate, when the Graf Spee had to be scuttled in December, 1939.

RESPECT

Exeter's part in this gallant action is best described in Capt. Hans Langsdorff's statement when he sought refuge for his ship in Montevideo — "I knocked out their foremost guns; I smashed their bridge; yet, with only one gun firing, they came at me again. One can only have respect for such a foe as that."

Repaired, Exeter left Plymouth on March 24, 1941, undertaking convoy duties, and then to Aden, Durban, Ceylon and on to Singapore.

Mr. Johns and Mr. Kelly describe, graphically, the last hours

FIELD GUN TIES

Any officer or rating who has served on the Field Gun Battery Staff, and would like a Battery Staff tie (price £1) should contact Lieut. D. C. S. Bollon, Field Gun Battery office, Whale Island, Portsmouth.

of the cruiser, and Mr. Johns's eventual capture.

Then follows a plain unvarnished story — there is no striving for effect — of the appalling conditions experienced by the captives.

In a foreword, Admiral Sir Frank Twiss, now Second Sea

NEW ON THE BOOKSHELF

Lord, and who was also captured, writes — "... the spirit of the men who manned H.M.S. Exeter emerges clearly in the telling; a spirit and a comradeship which could not be quenched by danger or difficulty, by hardship or oppression. I know from my experience that this is typical of the sailor and the Navy."

Haunted sub?

One of the best stories in Ghost Tales from "Blackwood" (William Blackwood and Sons, Ltd., 21s.), concerns the ill-fated German submarine U65, which blew up in strange circumstances off Ireland in 1918 after a career marred by tragedy and spiced with mystery.

The author, G. A. Minto, says: "When I learned from cold clear print that the German Admiralty had officially laid a

ghost on board a brand-new submarine, I confess that I blinked incredulously. It is surely unique, certainly in the twentieth Century, for the High Command of a great armed service to call upon the clergy to exorcise an unquiet spirit. This actually happened in the spring of 1917."

The author concludes that the haunting of the U65 ranks as one of the best authenticated ghost stories of the sea.

ILL-LUCK

Her keel was laid down in June, 1916, and, almost from the first, ill-luck dogged her construction. She cost five men their lives even before she put to sea, and her trial trip was marked by further tragedy.

In 1917, while she was hoisting in torpedoes at Wilhelm-

shaven, a warhead exploded, blowing five men, including the Second Officer, into "fragments of humanity."

A few weeks later the post-luncheon calm of the wardroom was shattered when a white-

faced seaman dashed in shouting: "Herr Kapitan, the dead Second Officer has come aboard!"

So begins a series of incidents which might justifiably be called a haunting tale.

Ghost Tales from "Blackwood" has a dozen other stories by various authors. These first appeared in Blackwood's Magazine and they make an interesting catalogue of ghosts grave and gay.

Commutation of ratings' pensions

CHANGE IN THE RULES

It was announced in Parliament on May 7, 1969, that improved rules for the commutation of the pension payable to naval ratings had been agreed. These rules apply to ratings who go to pension on or after April 1, 1969.

The new rules and the improvements they make can best be explained by comparing them with the old rules. There are two types of commutation — within six months of discharge and subsequently.

Commutation within six months of discharge

Under the old rules, a pensioner could apply, within six months of discharge, to commute sufficient pension to realize up to £600 to help him buy a house or furniture or a car for business use, provided he was medically fit and retained a minimum pension of 14 or 21 shillings per week.

The figure of £600 has been increased to £1,000, or 25 per cent. of pension, whichever is less. There will now be no limitation on how the money is used; though the medical examination will continue. The minimum pension to be retained has been increased to 50 shillings per week.

Based on present pay and pension scales, a rating going to pension after 22 years' service will be able to raise the following tax free capital:—

Rating	By Commutation	Terminal Grant	Total
Able Seaman	£632	£557	£1189
Leading Seaman ..	£795	£700	£1495
Petty Officer	£1000	£886	£1886
Ch. Pet. Officer	£1000	£1015	£2015

Subsequent or greater commutation

Once the six months period was over, or it was desired to raise more than £600, commutation has in the past been allowed, subject to medical fitness and the minimum pension limit, provided detailed investigation established it was to the pensioner's own distinct and permanent advantage.

If, however, pension had already been committed, under the "six months scheme," towards the purchase of a house, or to buy furniture or a car for business purposes, no further commutation was allowed for any of those purposes. The rules continue subject to the increased minimum pension to be retained, but further commutation for house, furniture or car purchase will no longer be automatically excluded.

Again using present pay scales, an able seaman going to pension after 22 years' service might be permitted to realize, by commutation, up to £761; a leading hand £1,410; a petty officer £2,254; and a chief petty officer £2,839 — in all cases less any sums realized by previous commutation, and subject to the rule already mentioned, concerning "distinct and permanent advantage."

Cherry blossom time

It was cherry blossom time in Japan when the Flag Officer Second-in-Command, Far East Fleet (Vice-Admiral A. T. F. G. Griffin) arrived at Kobe in H.M.S. Albion for a goodwill visit.

Also visiting Kobe were H.M. ships Danae, Decoy and Lincoln, with the R.F.A.s Tarbatness and Tidereach, while H.M.S. Leander was visiting Kure and H.M.S. Cleopatra was just back in Hong Kong after visiting Japan.

The Japanese showed great interest in this friendly "invasion" by the Royal Navy, and the visits were highly successful.

From Kobe coachloads of sailors went on runs to Kyoto and Nara, two former capitals of Japan, and to the 350-year-old Himeji Castle, which

appeared in the James Bond film "You Only Live Twice."

At all three places cherry blossom was in abundance and there were many fascinating places to visit.

A party of Royal Marine judo experts from the 3rd Commando Brigade were embarked in the Albion and they took a trip to Tokyo on the 130 m.p.h. "Bullet" train to practise their art at the home of judo.

Another party of Marines originally embarked in the Albion went in H.M.S. Lincoln to Iwakuni, the big U.S. Marine Corps air base, where corps members acted as hosts.

REM John Williams, of H.M.S. Decoy, prepares to capture on film the "James Bond" castle at Himeji.



LAM Larry Lane, of H.M.S. Albion, samples the "purifying water" before entering the colourful Heian shrine in Kyoto.



NO SURRENDER

William E. Johns, D.S.M., & Robin A. Kelly

Forward by Admiral Sir Frank Twiss, K.C.B., D.S.C., R.N.

This account of a senior naval rating's experiences of action with the German and Japanese Fleets and as a prisoner of war in Japanese camps provides yet another remarkable tribute to the courage, good humour, and stoicism of the British fighting man.

The war experiences of Chief Ordnance Artificer Johns began with action on board H.M.S. Exeter at the Battle of the River Plate and ended when she was sunk in the Battle of the Java Sea. The survivors were taken to a prisoner-of-war camp in the Celebes.

No Surrender is a heart-warming account of the survival of the human spirit in conditions of loneliness, degradation, and suffering.

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In memoriam

Peter Trueman. LStd. P/062792.
H.M.S. Osprey March 25.
Anthony C. Broadly. AB. D/081828.
H.M.S. Minerva April 15.
John H. Mee. CAF. L/FX.99513.
R.N.H. Plymouth April 29.
A/Sub-Lieut. Ian S. Sutton. May 1.
Joseph Hart. CM(E). D/KX.891368.
R.N.H. Plymouth May 6.
Peter J. Harrison. REMI (Air). L/078341. H.M.S. Fulmar. May 7.

APPOINTMENTS

New Flag Officer Flotillas, W. Fleet

The Western Fleet will have a new Flag Officer Flotillas in November, for Capt. J. E. Pope, whose promotion to rear-admiral to date July 7 has been announced, is to succeed Vice-Admiral A. M. Lewis.

Capt. A. F. Caswell, who is to be promoted to rear-admiral on July 7, is appointed Assistant Chief of Staff (Logistics) on the staff of the Supreme Allied Commander Europe, the appointment to take effect in July.

It has also been announced that Commodore A. R. B. Sturdee is to become the NATO Commander Gibraltar-Mediterranean Area in October. He is to be promoted to rear-admiral to date July 7.

Other appointments recently announced include:

Capt. M. W. B. Kerr. President for Warrior as Chief of the Allied Staffs to the Allied C-in-C Channel and C-in-C EAST. LANT. August 26. (To serve in the rank of commodore).

Capt. D. H. Fraser. Seahawk in command July 30.

Capt. P. B. Hogg. Tyne in command as Chief Staff Officer (T) to C-in-C. Plymouth. September 11.

Capt. J. S. S. Mackay. Terror as Chief Staff Officer on staff of Commander, Far East Fleet. November 4.

Capt. H. R. Kewte. Ajax in command. September 2.

Cdr. R. L. Garnons-Williams. Terror, June 2, as Captain of Yard, Deputy Superintendent and Queen's Harbour Master. (To serve in rank of captain).

Cdr. D. N. O'Sullivan. Rothesay, September 24 and in command.

Cdr. C. M. Marr. Fiscard as executive officer. May 30.

Lieut.-Cdr. T. E. Woods. Oberon in command. July 14.



Capt. J. E. Pope

Lieut.-Cdr. E. S. J. Larken. Osiris in command. September 4.
Lieut.-Cdr. M. Bickley. Highburton. August 18 and in command.
Lieut.-Cdr. E. H. M. Orme. Keppel. August 8 and in command.
Lieut. H. K. P. Mitchell. Walrus. July 4 and in command on commissioning.

OPEN DAY IN BELFAST

An Open Day was taking place in H.M.S. Belfast, the headquarters of the Portsmouth Reserve Ships Division, berthed off Whale Island, on June 6, the 25th anniversary of the D-Day landings, in aid of the Portsmouth Cathedral Completion Appeal.

A sherry party, also to aid the cathedral, will be held in the cruiser on June 11.

A few tickets (21s.) are still available from Cathedral House, St. Thomas's Street, Portsmouth. The Lord Mayor will be present.

Both the Imperial War Museum and the National Maritime Museum would like the Belfast to become a floating museum, a scheme which also has the backing of the Royal Navy.

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Park Royal, London NW10**

Jacqueline was well versed

Among 340 walkers who attempted to cover the length of Malta from Marfa ridge to Delimara point in aid of Save the Children Fund were 37 W.R.N.S. ratings.

Each walker had to find his or her own sponsors and the Wrens had an added challenge — not only to walk as far as possible over the 25-mile course, but attempting to beat a time of five hours for the first 18 miles.

This challenge had been sent to H.M.S. Dauntless when it was discovered that they were taking part in a similar event two weeks previously. Dauntless accepted, stating that Chief Wren Gordon had taken exactly five hours.

The morning of the Malta race proved dull with a full south-westerly gale blowing, which meant the walkers were battling into it all the way.

Wren Jacqueline Williamson, a



Wren Jacqueline Williamson

dental surgery attendant from Stockport, set the pace and passed through the 18-mile checkpoint in four hours 20 minutes. Then she battled on, by this time without shoes, to be the first female to complete the course and was not far behind the first of the men, three Maltese students.

Twenty-eight of the Wrens excelled themselves by completing the course, causing their sponsors to be more out of pocket than they expected. Total sum collected was £170 2s. 2d.

STOCKING FEET

The news of Wren Williamson's success was conveyed to H.M.S. Dauntless by a signal in verse, which said: "Undaunted by those Dauntless Wrens, who staggered through the English Fens, Wren Williamson in stocking feet, knew the time she had to beat. While gales lashed our little isle, intrepidly she set the style, and 18 miles farther on, four hours 20 minutes had gone."

The signal ended: "Twenty-five miles had elapsed, before this gallant Wren collapsed, the far side of the winning line (five hours ten minutes was the time). Thus we hope you will agree, we won — but all for charity."

In their reply in verse, Dauntless said: "Our sturdy Scot from border far, concedes defeat and says hurrah."

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FORMER C.O.s OF THE AURIGA



Three 'firsts' for Diamond

A three-day visit by H.M.S. Diamond to Mauritius
achieved three "firsts."

It was the first time that so
much blood had been donated to
the local hospital — no fewer
than 37 donors out of the ship's
company. The gesture was much
appreciated by the medical staff.
The H.M.S. Mauritius soccer

team have a proud record, but
for the first time they did not
manage to beat a visiting side. A
hard-fought game against the
Diamond ended in a draw, one-
all.

TARTAR'S RETURN

Returning to Devonport at the
end of April, H.M.S. Tartar had
clocked up 90,000 miles since
commissioning in 1967.

Earlier this year the Tartar
visited London and a liaison was
re-established with Finchley, the
borough which adopted the ship
on commissioning in 1963.

The soccer team were again
prominent in being the first visit-
ing R.N. ship to play one of the
local civilian sides. Against the
Special Mobile force, a first divi-
sion team, they lost 3-1 in an
encounter watched by a big
crowd.

H.M.S. Diamond, com-
manded by Cdr. A. Mancais, is
now on her way home via
Simonstown and Gibraltar.

When the submarine
H.M.S. Auriga commis-
sioned at Chatham on May
2, under the command of
Lieut.-Cdr. C. J. Meyer, six
former C.O.s (photo-
graphed with him above)
were present at the cere-
mony.

Picture: P.O. (Phot.) R. J. Whalley

"FULL HOUSE"

During Exercise Trident Star
at Hongkong, H.M.S. Intrepid,
besides embarking the Duke of
Wellington's Regiment, was also
used as Joint Force Headquar-
ters.

The assault ship carried 100
more men than her laid-down
maximum, and this led to vehicle
decks and passageways being
used for sleeping purposes.

Besides the Intrepid, the
Royal Navy also had two mines-
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FOUGHT HARD BUT LOST

Although George Harris and Tony Oxley failed to win A.B.A. titles as heavy and bantam weights respectively, both boxers fought their hearts out.

Both lost on split decisions, which showed how near they were to booking themselves a berth to the European championships in Bucharest, which began on May 31.

Harris will, in fact, be going to Bucharest, as Alan Burton, who beat him at Wembley, cannot go because of a nose injury.

LS Oxley, who will be commencing a physical training course at the R.N. School of Physical Training, Portsmouth, this month, was outpunched and "dropped" halfway through the first round.

NATURAL STYLE

He was soon up and reverted to his natural style of weaving and counter-punching. He gained in confidence through the second

BOXING NOTES BY PUNCHER

session and was outspeeding and outscoring the tiring London champion, M. Piner, in the third. So near and yet so far for a great little fighter.

RO2 George Harris, in his fourth attempt, failed to pin his eager London opponent. The ability and experience of Harris should have clinched the title the



The Combined Services had to come away empty-handed from the Amateur Boxing Association finals at Wembley. The three contestants are shown here before the meeting with Chief of the Defence Staff, Marshal of the R.A.F. Sir Charles Elworthy. On the right is RO George Harris. Next to him is LS Tony Oxley. The paratrooper is Cpl Peter Lloyd.

Navy won in 1961 (Ray Dryden) and 1962 (Bob Sanders).

Harris allowed the up-and-coming Burton to maul him out of the title.

The reaction of the crowd and George's obvious disappointment made one feel that the judges had not quite followed one of the basic principles in scoring a bout — "direct clean blows on the target, delivered with the knuckle part of the closed glove."

ENCOURAGING

Perhaps, on reflection, George may feel his undoubted ability would have been better served had he been fitter, enabling him to use his skill to the full.

However, it was really encouraging to see two Royal Navy boxers competing at the A.B.A.'s night of the year.

Sharpshooters in Wessex tradition

Long ago the Hampshire bowmen won valour for Wessex and, today, that tradition of accuracy is continued by the sharp-shooting riflemen — and women — of H.M.S. Wessex, headquarters of the Solent Division, R.N.R.

For the first time, a team of reservists from Solent has beaten the Royal Navy by finishing top of the Portsmouth Command Small-bore Rifle League (Division 2), winning the Pursers Cup.

No other R.N.R. division — there are 11 altogether — has ever achieved this distinction. It was the highlight of a 22 shooting season in which the team from the Wessex also won the Norman Miller cup in the R.N.R. postal league for the second successive year.

The team captain is Lieut. Roy Prowling, R.N.R., of Southampton, and he was supported by naval reservists who came from other Southampton districts and from the Lynton, Bournemouth, Portsmouth and Basingstoke areas.

One of them is L. Wren Ruth Barlow, of Fareham, who, by out-shooting 20 other competitors in the W.R.N.R. individual small-bore championship, won the Kenya R.N.V.R. cup for the third year in succession.

Forty officers and ratings of the Royal

Successful season

After a successful season, during which 23 games were played, the U.S. (Portsmouth) rugby team wound up the season with a tour of Lancashire.

Many of the top players were unavailable for the matches against Preston Grasshoppers, New Brighton and Waterloo, and all three matches were lost. Nevertheless, several players enhanced their reputations, both on and off the field, and show promise for next season.

Under the captaincy of PO(PTI) Brian Goodwin, who has been a tower of strength throughout the season, the club played 23 matches, winning 13, drawing one and losing nine. Points for 339, points against 324.

ANNUAL MEETING

The annual general meeting will be held in the cricket pavilion on the U.S. (Portsmouth) ground on June 12.

Several important items are on the agenda, and it is important that all players, and anyone interested in running the club, should attend.

Among the items to be discussed is the election of club officials, including the captain of the club. Bar and refreshment facilities will be available.

R.M. diving success

The Royal Marines became the first holders of the inter-command diving trophy when, with 26 points, they took first place in the championships at Portsmouth on May 9.

Portsmouth were runners-up with 19 points and Plymouth third with 12 points.

Cpl. R. Hodson (R.M.) was first in the springboard event, with Cdt East, of Plymouth, second, 15 points behind. J. Sea P. D. Frayne (Portsmouth), who was fifth in the springboard, was first in the firmboard event, the runner-up being Cpl. Hodson.

INTER-SERVICES

The team to represent the Royal Navy in the inter-services championships at Reading on September 19 and 20 will be selected from Cpl. Hodson, Cadet East and J. Sea Frayne for the springboard, and J. Sea Frayne, Cpl. Hodson and L/Cpl. Lindsay (who was fourth in the individual springboard and third in the firmboard) for the firmboard event.

The women's contest was won by Portsmouth Command with 21 points, thanks to L. Wren H. L. Norris, who won both the springboard and the firmboard event, thus retaining both titles.

Naval Air Command was second with nine points and Plymouth and Royal Marines Command third with five points.

Inter-Services competition

Shot under postal conditions during March between teams of 30, the Inter-Services 1969 Small-bore Rifle Match was won by the Royal Navy for the second year running, and the third time in four years.

The teams' scores were: Royal Navy, 5,820 points out of a possible 6,000; Regular Army, 5,815; Volunteer Forces of the Army, 5,791; Royal Air Force, 5,781; Royal Marines, 5,741; and Royal Naval Reserve, 5,441.

The Colonel Thomas Cutton Cannon Trophy, awarded to the winners of the match, will be presented at the National Small-bore Rifle Association prizegiving at Bisley on June 21.

Winner of the NSRA Silver Medal for the highest score in the Royal Navy team is ERA1 E. W. Metcalfe, of H.M.S. Collingwood, who is warmly congratulated on scoring two "possibles".

Other individual scores in the Navy team were: Ch M(E) R. Conisbee (2nd) H.M.S. Vernon, 199; CPO D. Mace (3rd) H.M.S. Sea Eagle, 199; M(E)1 M. A. Baker (4th) H.M.S. Kent, 198; First Off. P. J. Bolton King, WRNS (5th) H.M.S. Heron, 198; and AAI F. H. Richards (6th) H.M.S. Fulmar, 197.

In Malta team

Wrens Wendy Jefferson (Met Obs.) and Sara Robinson (radio operator Morse) were selected for the R.N. (Malta) 22 rifle shooting team.

Not only were they in the winning side, but Wren Jefferson was best shot in the whole competition.

Hodgkinson Cup

For the third year running the Britannia Royal Naval College, Dartmouth, won the Inter-Services sailing match at Bembridge, Isle of Wight, retaining the Hodgkinson Cup.

The R.M.A. Sandhurst was second with the R.A.F. Cranwell third.

He was 'Man of the match'

Devon born and bred OA(O)1 Bob Healey, at present serving in H.M.S. Tyne, became "Man of the match" for his fine fast-bowling when playing for Devon against Hertfordshire in the Gillette Cup match.

His final figures of six wickets for 14 runs in 11.1 overs was described by former England test captain, Freddie Brown, as being one of the best performances seen in the competition.

The performance was even more remarkable when it is realized that in their 58 overs, Herts scored a total of 173.

During his first spell of seven overs, Healey took only one wicket for eight runs, but when he was brought back he proceeded to be almost unplayable. Backed by some good catching, he

took five wickets for six runs, while the bowlers at the other end were being hammered to all parts of the ground.

OA Healey first played for the Royal Navy in 1956 at the age of 22 and, when his Service duties have permitted, he has been first choice opening bowler since.

Bowling as fast as ever, his accuracy has increased and he feels he is now at his best with quite a few more years to go.

He has played cricket frequently for his county during the last ten years, and has been a fairly regular member of the Combined Services side.

His "Man of the match" prize consisted of a gold medal, a tie and a cheque for £50.

Encouraging start to Navy cricket

The Royal Navy opened its cricket season with a match against London University at Mottspur Park on May 14, and, batting first, five wickets were down for 50.

The opening pair, Lieuts. Roger Moylan-Jones (H.M.S. Ganges) and Mike Gretton (H.M.S. Vernon) put on 38 in even time. However, both were out in successive overs.

With the score at 50 Lieut. Burton Toft (R.N.C. Greenwich) was joined by Sub-Lieut. Gavin Lane (H.M.S. Mercury). Getting down to the job and hitting the loose balls through the gaps, this pair raised the score to 94, Toft being caught for 15.

The Royal Navy captain, Inst.-Cdr. Gerry Tordoff, then joined Lane and together they pushed the score along against some steady but undistinguished bowling.

Lane punished the bad balls and raced to his century in 115 minutes. Although Tordoff was out for 53, Lane continued until the declaration at 248 for seven, being 116 not out.

QUICK WICKETS

When London University batted they lost wickets quickly against the pace attack of

Lieut.-Cdr. John Smith (H.M.S. Bacchante) and OA Bob Healey (H.M.S. Tyne).

However, the Pakistani test captain Capt. J. Burki, steadied the University side and he contributed 86 not out when the match finished as a draw.

This match was a good workout for potential Navy players, and although some of them failed, the success of Tordoff, Lane, Healey, Smith and Moylan-Jones laid down firm foundations on which to build.

Weather held the upper hand in the Royal Navy's second outing, against Incogniti at Portsmouth on May 17.

It was decided to play a 30-overs match but, batting first, Incogniti could only muster 88 runs for seven wickets against an experimental Navy side.

DECEPTIVE ACTION

Inst. Cdr. Tordoff and Lieut.-Cdr. Smith each took two early wickets, while Sub-Lieut. Greg Besomo, an Australian with Grade A Sydney experience, took three wickets with his deceptive action.

He had the distinction of taking a wicket with his first ball in Navy cricket.

This youthful Navy side fielded extremely well and when they batted they showed how to hit a ball through the gaps.

PO Robbie Robinson and Sub-Lieut. John Wood opened, the former, an experienced Navy player, finding his touch from the first ball and scoring 36 in 33 minutes. A more subdued, but sound Wood scored 25 not out.

The Navy won by nine wickets.

FINE CATCHES

On the following day another match was played and this time Incogniti mustered only 77, with Cdr. Chapman making 37.

The feature of the innings was again the young Besomo who not only took two wickets but caught three catches, two of which would have been a credit to any first class player.

When the Navy batted Lieut. David Needham, RM, and Roger Moylan-Jones knocked off the runs without loss, Needham scoring a quick 51 not out, and Moylan-Jones 29 not out.



Left: Inst. Cdr. Gerry Tordoff, captain of the Royal Navy cricket team. Right: OA Bob Healey, "Man of the match" in the Devon v. Herts Gillette Cup match.

KEEN SPORTSMEN IN THE ALBION

H.M.S. Albion has appeared so many times this year on the No. 1 pitch in H.M.S. Terror that many ships of the Far East Fleet must now be wondering whether they should apply to the Terror or to the Albion for the use of the pitch.

Since the first match of the season — against a star-studded Cambodian Army XI — when the Albion team lost 6-0 despite giving an account of itself far better than the score suggests, the soccer XI has shown steady improvement under MAA Bryant.

Both rugby teams have gone from strength to strength — and the 1st XV dealt a severe blow to the Hongkong Club long before H.M.S. Intrepid who boasted so proudly in a recent issue of Navy News!

The outstanding achievement was to enter, as a Royal Navy "B" team, the Hongkong "Blarney Stone" sevens, and to reach the final, to the consternation of some and the delight of many.

At Kobe, in Japan, two games were played against very fit and well-drilled Japanese teams. The lessons learned resulted in the recent trouncing of a combined H.M.S. Triumph / H.M.S. Forth XV.

Success, however, has not been confined to the major sports. After only two-and-a-half months in commission, most of which was spent at sea, the Albion came second overall in the Far East Fleet Sports (FOSPORT).

WON SWIMMING

The Albion won the swimming, reached the semi-finals in soccer, water polo, basketball and tennis, won the plate in rugby and came third in the cross country.

There were also some good individual performances at squash, shooting and sailing, and the hockey and volleyball teams both came second in their pool.

The ship has just finished a cruise to Korea and Japan. At Chinhae, Korea, the soccer team put up, one of its best efforts, by beating a local Service side 4-3.

At Kobe, even Albion's versatility was stretched by adding to the usual list a sporting fixtures, two matches for a 20-man table tennis team.

Thoughts are now turning towards the United Kingdom, and the second half of 1969 should hear Albion's name ringing round the sports fields of Portsmouth.

SPORTS FIXTURES

JUNE

- 5-6—Cricket: Inter-Command competition. Portsmouth.
- 6—Cycling: R.N. track omnium. Portsmouth. R.N. 10-mile time trial. Emsworth.
- 7—Cycling: R.N. 50-mile massed start. Lee-on-Solent. Tennis: Oxford Univ. v. R.N. Oxford.
- 7-8—Tennis: R.N. Saddle Club meeting. Taunton.
- 8—Tennis: Hurlingham v. R.N. Hurlingham.
- 9-10—Tennis: W.R.N.S. Inter-Command championships. Portsmouth. Cricket: Oxford Univ. Authentics v. R.N. Oxford.
- 11—Fencing: Inter-Services match (R.N. and W.R.N.S.). Halton.
- 12-13—Sailing: R.N. team dinghy regatta. Plymouth.

- 13-15—Kayak: R.N. and R.M. spring and long distance championships. Poole.
- 14—Cricket: R.N. v. R.A. Eastney. Golf: R.N. v. Oxford and Cambridge. Royal St George's.
- 15—Cricket: R.N. v. R.A. Portsmouth. Tennis: R.N. v. Public School O.B. Greenwich. Rowing: Joint Services regatta. Pangbourne. Water-polo: R.N. v. Southampton dist. Portsmouth.
- 16-18—Golf: Inter-Services tournament. Royal St George's.
- 20—Cricket: R.M. v. Royal Signals. Eastney.
- 20-21—Cricket: R.N. v. President's XI. Plymouth.
- 21—Tennis: R.N. v. United Hospitals. Greenwich.
- 22—Cycling: Inter-Service 50-mile time

- trial. Lincoln. Tennis: Civil Service v. R.N. Chiswick.
- 23-24—Sailing: Inter-Command Mermaid races. Isle of Wight.
- 26 to July 4—Rifle: Services meeting. Bisley.
- 29—Tennis: R.N. v. Roehampton Club. Greenwich. Sailing: Seaview Yacht Club v. R.N.S.A. Isle of Wight.

JULY

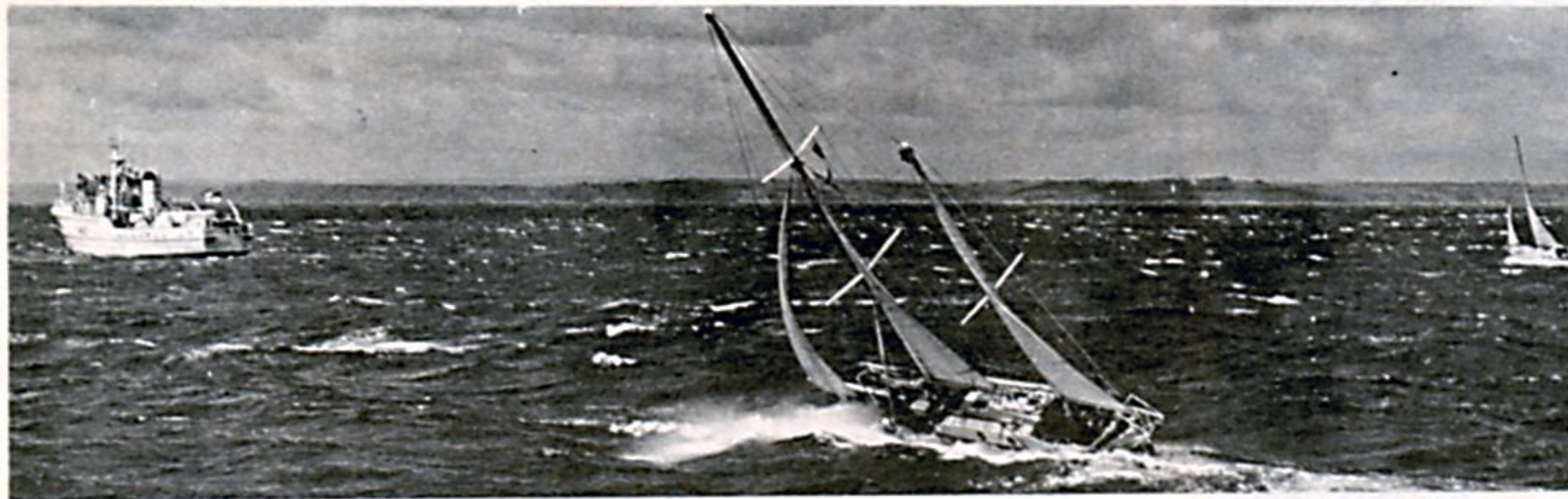
- 2—Athletics: R.N. and W.R.N.S. championships. Portsmouth.
- 5—Athletics: R.N. Young Athletes championships. Devonport. Swimming, diving and Water-polo: R.N. Junior championships. Devonport.
- 5-6—Cricket: 6—Tennis: R.N. v. Veterans of G.B. Greenwich.
- 7-8—Cricket: Sussex XI v. R.N. Hove.
- 7-19—Rifle: N.R.A. 100th meeting. Bisley.

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Home from world trip



R.N. success in marathon

Following his success in the Boston marathon, when he finished ninth in a field of 1,152 runners (as reported in the May issue of Navy News), RS Philip Hampton, of the Royal Naval Athletic Club, finished first in the Isle of Wight marathon on May 17.

Starting as though his house was on fire, Hampton had established a clear lead at the mile post, and this lead he kept throughout the race, finishing in a time of 2hr. 29min. 50sec., 45 seconds ahead of R. Cressey, of the Hillingdon Athletic Club.

The Joan Tait Cup for the winning team went to the Royal Naval A.C. (South) with 21 points, Cambridge Harriers (22) and Southampton A.C. (30) being second and third.

RS Hampton, who was three minutes outside the record set up in 1962, said the island course was a tough one, but he thought that with better weather conditions — there was a strong head wind on the first half of the race — he could have bettered his time.

Another try

Cdr. Bill King is to make another attempt to sail round the world single-handed. His yacht, Galway Blazer II, which was dismantled on his first attempt, is being refitted at Cowes.

Can't stop

One who, seemingly, cannot stop running is Lieut.-Cdr. Bob Pape, of the Royal Naval Barracks, Portsmouth.

On May 10 he took part, with

376 others, in the 25,000 metres international race in Cologne. All were "veterans" (over 40 years old) and were from 21 nations.

Winner of the race (about 15 1/2 miles) was D. Power, an Australian, who won the Commonwealth marathon in 1958, in a time of 1hr. 21min. 53sec. Lieut.-Cdr. Pape was 22nd.

The team prize went to Britain, with Sweden and Germany the runners-up.

Won AGAIN

As in previous years, the Royal Navy long-distance running championship was incorporated in the Chichester to Portsmouth 16-mile road race, the winner being, again, CRE Joe Clare, from R.N. Air Station, Lossiemouth.

Clare finished in ninth place in the open race in a time of 1hr. 27min. 34sec. — 3min. 19sec. behind the winner, D. Holt, of Hercules and Wimbledon.

The placings of other Navy men were LS Marshal (21), AM Tudor (25), PO McClenaghan (29), and Mech. Farrell (50).

Saddle Club

To encourage younger riders of the various establishments by giving them something to aim

SPORTING ROUND-UP

for a combined Royal Naval and Royal Marine Saddle Club riding competition between establishments has been arranged at H.M.S. Dryad for August 3.

It is anticipated that there will be a total of 12 teams, each of three members. The horses are coming from the Army and the Royal Marine sources.

The competition will consist of a riding test (the Prix Caprilli) and a jumping competition, points from both counting towards the team and individual prizes.

There is a challenge plate for the winning team, and whips for the three members of the winning team, as well as the individual overall winner.

Prizes and rosettes will be presented by Mrs. Butt, wife of the Captain of H.M.S. Dryad.

70-race regatta

The second Joint Services regatta will take place at Pangbourne on June 15, crews from the different colleges, establishments and commands of all three Services taking part.

Ten trophies will be awarded and it is anticipated that there will be approximately 70 races.

Last year there were eight trophies, the Navy winning two of them

Lieut. Robin Knox-Johnston, R.N.R., crossed the finishing line at Falmouth in his yacht Suhaili (above) to become the first man to sail single-handed non-stop round the world.

For the last 36 hours of his trip, he was escorted by the coastal minesweeper H.M.S. Warsash, manned by a R.N.R. volunteer crew from the Wessex division, and the inshore minesweeper H.M.S. Aveley.

The round-the-world race ended in disaster for Lieut.-Cdr. Nigel Tetley, who was picked up by a tanker on May 21 after his trimaran Victress sank 100 miles north of the Azores. He was only 1,200 miles from the finishing line.

R.N.S.A. active membership

Writing in the May edition of the Royal Naval Sailing Association Journal, the new commodore of the association, Vice-Admiral I. L. M. McGeoch, says:

"The R.N.S.A. has a larger, and, I believe, more active membership than any other organization of sailing people in the world."

"We are lucky, also, to have among our more senior members, individuals of world-wide reputation. Yet more and more younger men are joining the R.N.S.A. (after all, the Royal Navy — and the R.N.R. — are almost entirely manned by young men)."

"Such a blend of wisdom, skill and experience with youthful enthusiasm, initiative and original thinking ought to be invincible."

"Our standards of proficiency in the handling of small craft in all the varying conditions that can be encountered should be an example to all. Let us do our best always to make it so."

GAINED NATO TROPHY



Sgt. John Watts, of the Royal Marine Commandos, holder of the British discus record who, as reported in the May issue of Navy News, won the NATO Sports Trophy for outstanding performances in Inter-Service sport for 1968.

FINE ALL-ROUND ACHIEVEMENTS

SPORTSWOMAN OF MONTH

Second Officer Susan J. Hogg, W.R.N.S., whose sporting achievements have been outstanding over the past decade, is a "natural" for our sports personality of the month.

Always keenly interested in sport, she left Lewes Grammar School for Girls in the summer of 1954, having represented the school and got her colours for netball, hockey, and tennis, being school captain for the two latter.

At Bristol University (September, 1954, to September, 1957), where she obtained her B.Sc., she won full colours for squash, tennis and cricket.

Joining the W.R.N.S. in January, 1958, 2/O Hogg became W.R.N.S. squash champion that year, a title she held until 1965, and which she won again in 1968. In 1967 she was runner-up.

W.R.N.S.) and was also in the Service cricket team for 1960, 1961, 1966 and 1968.

Apart from her participation in Service sport, Miss Hogg, who was captain of the badminton, squash and tennis teams for some years,



2/O Susan Hogg

Three titles

Miss Hogg, whose main interest is squash and who considers her most satisfying performance was the 1963-64 season, when she won all three racket titles in the W.R.N.S. championships, also has a tennis record second to none.

She was in the Service team every year from 1958 to 1968, except 1960. She was singles champion in 1961, 1963, 1964, 1966 and 1968, and runner-up in 1962, 1964 and 1967.

She championships, also a doubles champion for 1962-68, and a mixed doubles champion in 1962, 1964 and 1967.

County honours

At badminton she played for the Service from 1963 to 1969, being singles champion in 1964 and 1967, and runner-up in 1963, 1965, and 1966.

Susan Hogg played hockey for the Service in 1958 (the year she joined the

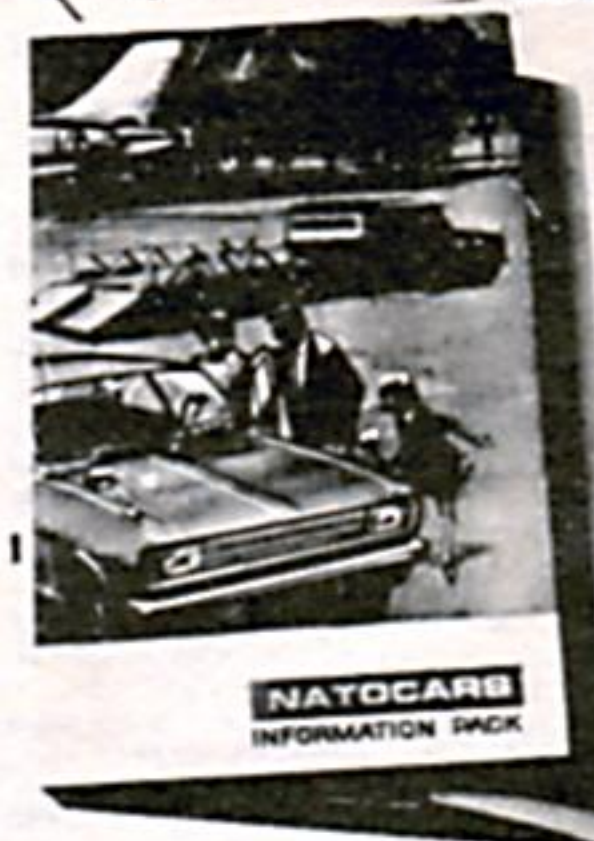
has represented Devon and Hampshire at squash, being Devon No. 3 in 1960 and Hampshire No. 1 in 1964 and 1968. She was Hampshire closed champion in 1964.

A Personnel Selection Officer, at present employed on recruiting and reserve duties at Bristol, Miss Hogg says she has just gone into "retirement." "I am not sure that I shall emerge again in the real active sports — (old age!). Golf looms on the horizon."

Her main enjoyment from sport has been the camaraderie and opportunity of meeting so many interesting people of the same inclination.

Her main dislikes — rain in the tennis season and losing when not having played well.

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